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NORWAY, SWEDEN,

AND

DENMARK

Money Table.

(Comp. p. XI.)

s.	*d.*	*kr.*	*ø.*	*kr.*	*ø.*	*s.*	*d.*
1	—	—	90	1	—	1	1 1/3
2	—	1	80	2	—	2	2 2/3
3	—	2	70	3	—	3	4
4	—	3	60	4	—	4	5 1/3
5	—	4	50	5	—	5	6 2/3
6	—	5	40	6	—	6	8
7	—	6	30	7	—	7	9 1/3
8	—	7	20	8	—	8	10 2/3
9	—	8	10	9	—	10	—
10	—	9	—	10	—	11	1 1/3
20	—	18	—	18	—	20	—

Measures.

(Comp. p. VI.)

English Feet	Mètres	Norweg. Feet	Swedish Feet	English Miles	Kilo-mètres	Norweg. Miles
0,97	0,29	0,94	1	0,62	1	0,09
1	0,30	0,97	1,02	1	1.609	0,1424
1,029	0,31	1	1,05	2	3.218	0,28
2	0,61	1,84	2,05	3	4.827	0,43
3	0,91	2,91	3,08	4	6.436	0,57
3,28	1	3,19	3,37	5	8.045	0,71
4	1,22	3,88	4,10	6	9.654	0,85
5	1,52	4,85	5,13	6,64	10.683	0,94
6	1,83	5,82	6,16	7	11.263	1
7	2,13	6,80	7,18	8	12.872	1,14
8	2,44	7,77	8,21	9	14.481	1,28
9	2,74	8,74	9,24	10	16.090	1,42
10	3,05	9,71	10,26	14	22.526	2
50	15,24	48,50	51,30	20	32.180	2,85
100	30,48	97,14	102,65	21	33.789	3

DET SYDLIGE NORGE.

1:2.000.000

Norske Mile.

English Miles.

Kilom.

o Faste Skydsstationer.

Östen for Greenw.

Östen for Paris

Hull, London

Hamburg

Kiöbenhavn

Göteborg

Geograph. Anstalt von

Wagner & Debes, Lpz

NORWAY, SWEDEN,

AND

DENMARK

HANDBOOK FOR TRAVELLERS

BY

K. BAEDEKER

WITH 28 MAPS, 16 PLANS, AND THREE SMALL PANORAMAS

SIXTH EDITION

LEIPSIC: KARL BAEDEKER, PUBLISHER

1895

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'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'

PREFACE.

The object of the Handbook for Norway, Sweden, and Denmark, which now appears for the sixth time, carefully revised and partly rewritten, is to supply information regarding the most interesting scenery and characteristics of these countries, with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks, it is based on personal acquaintance with the countries described, the chief places in which he has visited repeatedly. His efforts to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, Danish, English, and German, to whom his best thanks are due. He will also gratefully receive any corrections or suggestions with which travellers may favour him. Within the last few years Norway in particular has grown rapidly in popularity with the travelling public, and a number of new roads, railways, and steamboat-routes, with corresponding new hotels, have recently been opened. The most important of these are carefully noted in the present edition.

The present volume, like Baedeker's Switzerland, may be used either as a whole, or in its separate sections, which for the convenience of travellers may be removed from the volume without falling to pieces. These sections are — (1) Introductory Part, pp. i-lxxix; (2) S. and E. Norway, as far as Trondhjem, pp. 1 to 86; (3) W. Norway, as far as Trondhjem, pp. 87 to 210; (4) N. Norway, pp. 211 to 248; (5) Sweden, pp. 249 to 342; (6) Denmark, pp. 343 to 373; (7) Index, pp. 374 to 410; (8) Grammars, at the end of the volume.

On the MAPS and PLANS the Editor has bestowed special care, and he believes they will be found to suffice for all ordinary travellers.

In the letter-press HEIGHTS are given approximately in English feet, in the maps in mètres (1 mètre = 3.28 Engl. ft.; 1 Norw. ft. = 1.029 Engl. ft.; 1 Swed. ft. = 0.974 Engl. ft.). DISTANCES are given in kilomètres, as the tariffs for carioles and boats are now calculated on the metrical system (comp. p. vi). The POPULATIONS and other statistics are from the most recent official sources.

In the Handbook are enumerated both the first-clas hotels and those of humbler pretensions. Those which the Editor, either from his own experience, or from an examination of the numerous hotel-bills sent him by travellers of different nationalities, believes to be most worthy of commendation, are denoted by asterisks. It should, however, be borne in mind that hotels are liable to constant changes, and that the treatment experienced by the traveller often depends on circumstances which can neither be foreseen nor controlled. Although prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure.

To hotel-keepers, tradesmen, and others the Editor begs to intimate that a character for fair dealing towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

Abbreviations. Distances.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.
M. = English mile, unless the contrary is stated (see Table opposite title-page).
S. M. = Norwegian sea-mile.
Kil. = Kilomètre (see Table opposite title-page).
Ft. = English feet.
Com., Kom. = "Norges Communicationer" and "Sveriges Kommunikationer" respectively.
R., B., D., S., A. = room, breakfast, dinner, supper, attendance.
R. also = Route.
Kr., ø. = crowns and øre in Norway.
Ö. = öre, the Swedish form of øre.

As the metrical system has been adopted in both Norway and Sweden, the **Distances** are usually given in kilomètres, though the old reckoning by miles in still common in some parts of Norway, one Norwegian mile (= 7 Engl. M.) being reckoned as 3 hrs'. walking or 2 hrs'. driving. On railway-routes the distances are generally reckoned from the starting-point, while on high-roads the distances from station to station are given as more convenient.

On the steamboat-routes the distances are given approximately in Norwegian sea-miles (S. M.) or nantical miles. A Norwegian nautical mile is equal to four English knots or nautical miles (about $4^3/_5$ Engl. statute M.), and the steamers are usually timed to travel from 2 to $2^1/_2$ Norwegian nautical miles per honr. The ordinary tariff is 40 ø. per nautical mile, bnt no charge is made for deviations from the vessel's direct conrse.

Asterisks (*) are used as marks of commendation.

CONTENTS.

Introduction.

		Page
I.	Expenses. Money. Language. Passports. Post Office	xi
II.	Season. Steamboat Lines between Great Britain and Norway, Sweden, and Denmark. Yachting Cruises .	xii
III.	Plans for Tours in Norway and Sweden. Tourist Offices	xiv
IV.	Conveyances. Walking Tours	xvii
V.	Luggage. Equipment. Tourist Clubs	xxi
VI.	Hotels and Inns	xxiii
VII.	Sport	xxv
VIII.	Maps. Books	xxvi
IX.	Names and their Meanings	xxvii
X.	On the Physical Geography of Scandinavia	xxix
	Situation. Geological Formation. Coast Line. .	xxix
	Mountains, Lakes, and Rivers	xxxiv
	Climate and Vegetation	xxxvi
	Animal Kingdom. Population	xxxix
XI.	History of Sweden and Norway	xli
	Outlines of Norwegian (Danish) and Swedish Grammars, at the end of the volume.	

Norway.

SOUTHERN AND EASTERN NORWAY, AS FAR AS TRONDHJEM.

Route		Page
1.	Christiansand and the Sætersdal	2
	From Christiansand to Christiania	6
2.	Christiania and Environs	9
3.	From Christiania to the Randsfjord viâ Drammen and Hougsund	20
4.	From (Christiania) Hougsund to the Hardanger Fjord viâ Kongsberg and the Rjukanfos	25
5.	From Christiania to the Hardanger Fjord viâ Skien, the Telemarken Canal, and the Haukelifjeld	31
6.	From Kongsberg to the Hardanger Fjord through the Numedal	40
7.	From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord (Bergen)	41
8.	From Christiania through the Valders to Lærdalsøren on the Sognefjord	46
9.	From Bredevangen in the Gudbrandsdal to Marok on the Geiranger Fjord	56
10.	From Christiania by the Gudbrandsdal to the Moldefjord	62

Route Page

11. From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren (Trondhjem) 70
12. From Christiania to Trondhjem by Railway 73
13. From Christiania by Railway to Charlottenberg (and Stockholm) 78
14. From Christiania to Gotenburg by Railway 79
15. From Christiania to Gotenburg by Sea 84

WESTERN NORWAY, AS FAR AS TRONDHJEM.

16. From Christiansand to Stavanger by Sea. The Stavanger Fjord 89
17. From Stavanger by the Suldalsvand to Odde on the Hardanger Fjord 95
18. From Stavanger to Bergen by Sea 97
19. The Hardanger Fjord 100
20. Bergen 112
21. From Bergen by Vossevangen to Eide on the Hardanger Fjord, or by Stalheim to Gudvangen on the Sognefjord . 119
22. The Sognefjord 125
23. Jotunheim 139
24. From Bergen to Aalesund and Molde by Sea 165
25. From Vadheim on the Sognefjord overland to Aalesund and Molde. 167
26. Molde and the Moldefjord. The Romsdal. The Eikisdal . 190
27. From Molde to Trondhjem. 199
28. Trondhjem and its Fjord 202

NORTHERN NORWAY.

29. From Trondhjem to Bodø 215
30. The Lofoten Islands 224
31. From Bodø to Tromsø 229
32. From Tromsø to the North Cape 235
33. From the North Cape to Vadsø 241
34. Syd-Varanger 245
35. From the Altenfjord to Karasjok 246
36. From the Altenfjord to Haparanda in Sweden 247

Sweden.

37. Malmö and Southern Skåne 250
38. From Malmö to Nässjö (and Stockholm) 253
39. From Alfvesta to Karlskrona and Kalmar. Öland . . . 256
From Oskarshamn to Nässjö 258
40. From (Copenhagen) Helsingborg to Gotenburg 259
41. Gotenburg 262
42. From Gotenburg to Wenersborg. Lake Wenern. Western Göta Canal 266

Route Page
43. From Gotenburg to Katrineholm (Stockholm) 271
44. From Nässjö to Jönköping and Falköping 273
45. From Jönköping to Stockholm by Lake Wettern and the Eastern Göta Canal 274
46. From Nässjö to Stockholm 278
47. From (Christiania) Charlottenberg to Laxå (Stockholm) 282
48. Stockholm 285
49. Environs of Stockholm 309
50. From Stockholm to Upsala 317
51. The Island of Gotland 322
52. From Stockholm to Westerås and Örebro 326
53. From Kolbäck and Walskog to Flen, Nyköping, and Oxelösund 329
54. From Gotenburg to Falun. Lake Siljan 331
55. From Upsala to Gefle. From Gefle to Rättvik 334
56. From Stockholm viâ Upsala to Östersund and Trondhjem 336
57. The Swedish Norrland 339

Denmark.

58. Copenhagen and its Environs 343
59. From Copenhagen to Helsingør and Helsingborg 361
60. From Copenhagen to Hamburg by the Danish Islands and Slesvig 364
61. From Odense to Svendborg, Langeland, Laaland, Falster, and Møen 367
62. From Fredericia to Frederikshavn. Jutland 369
63. From Aalborg on the Limfjord to Thisted and viâ Viborg to Langaa 373
Index 374

Plans and Maps.

Comp. the Key Map at the End of the Book. — The marks (•, ••, o, oo, etc.) on the margins of the Special Maps indicate the points where they join the adjacent Special Maps.

Plans: 1. *Christiania* (1:20,000). — 2. *Drammen*, with Environs (1:20,000). — 3. *Stavanger* (1:15,800). — 4. *Bergen*, with Environs (1:24,000). — 5. *Aalesund* (1:17,500). — 6. *Molde* (1:80,000). — 7. *Trondhjem*, with Environs (1:50,000). — 8. *Fredrikshald* (1:15,000). — 9. *Sarpsborg* (1:26,100). — 10. *Gotenburg* (1:21,500). — 11. *Malmö* (1:30,000). — 12. *Lund* (1:20,000). — 13. *Stockholm* (1:15,000). — 14. *Upsala* (1:20,000). — 15. *Wisby* (1:15,000). — 16. *Copenhagen* (1:34,000), Inner town (1:20,000).

Maps. 1. General Map of *S. Norway* (1:2,000,000): before the title-page.

2. Map of the *Environs of Christiania* (1 : 80,000) : p. 20.
3. Map of the *District between Christiania, Kongsberg, and Lake Krøderen* (1 : 500,000) : p. 21.
4. Map of *North Telemarken* (1 : 500,000) : p. 24.
5. Map of *South Telemarken* (1 : 500,000) : p. 32.
6. Map of the *Jostedal, Grotlid, Geiranger, and Tafjord Region* (1 : 500,000) : p. 58.
7. Map of the *Stavanger Fjord and its Branches* (1 : 500,000) : p. 92.
8. Map of the *Outer Hardanger Fjord* (1 : 500,000) : p. 97.
9. Map of the *Inner Hardanger Fjord* (1 : 500,000) : p. 102.
10. Map of the *District from Bergen to Voss* (1 : 500,000) : p. 120.
11. Map of the *Central Part of the Sognefjord* (1 : 500,000) : p. 128.
12. Map of the *Inner Sognefjord* (1 : 500,000) : p. 134.
13. Map of *Jotunheim* (1 : 500,000) : p. 140.
14. Map of the *Horunger* (1 : 200,000) : p. 146.
15. Map of the *Nordfjord and the Southern Søndmøre* (1 : 500,000) : p. 172.
16. Map of the *Northern Søndmøre and the Molde (or Romsdals) Fjord* (1 : 500,000) : p. 192.
17, 18. Map of the *North-West and North Coast of Norway* (1 : 1,500,000) :
    1st Sheet : *Trondhjem-Torghatten, Bodø-Lofoten :* p. 212.
    2nd Sheet : *Tromsø to North Cape, North Cape to Vadsø :* p. 228.
19. Map of the *Shores of the Sound* (1 : 500,000) : p. 250.
20. Map of the *Estuary of the Göta-Elf* (1 : 100,000) : p. 265.
21. Map of the *Trollhätta Falls* (1 : 24,000) : p. 266.
22. Map of the *Environs of Stockholm* (1 : 100,000) : p. 308.
23. Map of the *Djurgård near Stockholm* (1 : 25,000) : p. 309.
24. Map of the *Saltsjö from Mölna to Waxholm*, to the E. of Stockholm (1 : 100,000) : p. 312.
25. General Map of *Denmark and Slesvig* (1 : 240,000) : p. 343.
26. Map of the *Dyrehave near Copenhagen* (1 : 70,000) : p. 360.
27. General Map of *S. Sweden* (1 : 2,000,000) : after the Index.
28. Key Map of *Norway, Sweden, and Denmark*, showing the Maps of the Handbook : after the Vocabulary.

Panoramas from the Stugunøse (p. 53), the Skinegg (p. 153), and the Moldehei (p. 191).

INTRODUCTION.

I. Expenses. Money. Language. Passports. Post Office.

Expenses. Travelling in Norway and Sweden is less expensive in some respects than in other parts of Europe, but the great distances which require to be traversed by road and rail or by steamboat necessarily involve a very considerable sum-total. After arrival in the country, 20-25*s.* per day ought to cover all outlays, but much less will suffice for those who make a prolonged stay at one or more resting-places, or for pedestrian tourists (p. xxi).

Money. In 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown *(krone)*, worth 1*s.* $1^1/_3$*d.*, is divided into 100 *øre* (Swedish *öre;* see money-table before the title-page). These coins and the government-banknotes (but not those of private banks) are current throughout the three countries. British sovereigns, worth 18 kr. each, usually realise their full value at the principal centres of commerce, but the rate of exchange is often a few øre below par. Large sums are best carried in the form of circular notes or letters of credit, as issued by the chief British and American banks. The traveller should be well supplied with small notes and coins *(smaa Penge)* before starting on his tour, as it is often difficult in the remoter districts to get change for gold or larger notes.

Language. English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers, both in Norway and Sweden, but in the country districts the vernacular alone is understood. Danish, as pronounced in Norway (which is analogous to English spoken with a broad Scottish accent), is on the whole the more useful of the two languages, as most travellers devote more time to Norway than to Sweden, and as it is easily understood in Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

Passports are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 282.

Post Office. The postage of a letter, weighing $^1/_2$ oz., is 20 øre to any country in the Postal Union, and of a post-card *(Brefkort, Brevkort)* 10 ø.; that of a letter within Norway, Sweden, and Denmark 10 ø. The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or railway stations, as the communication with places off the beaten track is very slow.

Telegraph Offices are numerous in proportion to the population. They are of several classes, of which the chief are those open from 8 a. m. to 9 p. m., those open from 8 to 1 and from 3 to 9, and those open from 9 to 12 and from 4 to 7 o'clock, indicated in the index of "Norges Communicationer" (the time-tables mentioned at p. xvii) by T^1, T^2, and T^3 respectively. Railway telegraph-stations, indicated by T^4 or T^5, are open from 8 to 12 and from 2 or 4 to 7 o'clock. Other stations are open in summer or during the fishing season only.

Norwegian Tariff. Within Norway: 50 ø. for ten words, and 5 ø. for each word more. — Foreign telegrams (minimum 80 ø.): to Sweden 30 ø., in addition to which *each* word is charged 10 ø.; to Denmark 50 ø., *plus* 10 ø. for each word; to Great Britain 26 ø. per word; to the U.S.A. 1 kr. 35 ø. to 2 kr. 5 ø. per word.

Swedish Tariff. Within Sweden: 50 ö. for ten words, and 5 ö. for each word more. — Foreign telegrams: to Norway or Denmark 80 ö. for five words, 10 ö. each word more; to Great Britain 1 kr. 30 ö. for three words, 30 ö. each word more; to the U.S.A., about the same as from Norway.

Telephones are very general throughout the country, and are of importance to the tourist, especially in Norway, as they afford a means of securing rooms, etc., in advance. Travellers, however, should refrain from telephoning unless they are quite sure of occupying the rooms ordered at the specified time; otherwise the attention at present paid to telephone-orders will probably be discontinued. The usual charge for the use of a telephone is 30 ø.; in Stockholm, 10 ö.

II. Season. Steamboat Lines between Great Britain and Norway, Sweden, and Denmark. Yachting Cruises.

Season. The best season for travelling, both in Norway and Sweden, is from the beginning of June to the middle of September; but July and August are the best months for the higher mountains, where snow is apt to fall both earlier and later. For a voyage to the North Cape (RR. 29-33), for the sake of seeing the midnight sun, the season is from the middle of June to the end of July. August is often a rainy month in the eastern districts of Norway, while the wet season sets in later on the west coast. An energetic traveller may see the chief points of interest in Norway and Sweden in $2^1/_2$-3 months, but an exhaustive tour cannot be accomplished in one season.

Steamboat Lines. The following particulars as to the chief lines of steamers between British and Scandinavian ports refer to the summer-arrangements (May to August inclusive); but travellers are recommended in all cases to obtain precise information from the agents or advertisements of the various steamship-companies. The fares quoted include the charge for provisions on the voyage except where it is otherwise stated.

Steamers to Norway.

To Christiania. (1). From *London*, 'Wilson Line' every Frid. in 52 hrs. (fares 4*l.*, 2*l.* 13*s.* 4*d.*, return 6*l.*, 4*l.*; food 6*s.* 6*d.* or 4*s.* 6*d.* per day according to

class). — (2). From *Hull*, 'Wilson Line' every Frid. in 46 hrs. (fares, etc., same as from London). — (3). From *Newcastle-on-Tyne*, every Frid., SS. 'Sterling' and 'Odin' (3*l.* 3*s.*, return 5*l.* 5*s.*; food extra). — (4). From *Grangemouth*, every Wed. (2*l.* 10*s.*, 1*l.* 10*s.*; food 5*s.* 6*d.* per day).

To Christiansand. Nearly all of the above-mentioned steamers. Also: from *Leith*, 'Leith, Hull, and Hamburg Co.' every Thurs. in 34 hrs. (3*l.* 3*s.*; return 5*l.* 5*s.*); returning on Friday.

To Bergen. (1). From *Hull*, 'Wilson Line' every Tues. in 38 hrs. (4*l.* 10*s.*, 3*l.*, return 7*l.*, 4*l.* 10*s.*), returning on Saturday. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.' every Tues., Thurs., & Sat. in 40 hrs. (1st cl. 4*l.*, return 6*l.*). — These steamers, except the Tues. boat from New-castle, touch at *Stavanger* (same fares).

To Trondhjem. (1). From *Hull*, 'Wilson Line' every Thurs. in 65 hrs. (6*l.* 10*s.*, 4*l.* 4*s.*, return 9*l.* 15*s.*, 6*l.* 6*s.*), returning the following Thursday. — (2). From *Newcastle*, 'Bergenske and Nordenfjeldske Cos.' every Tues., viâ Bergen (see above; fare from Bergen 32 kr., return 48 kr., food 5½ kr. per day).

STEAMERS TO SWEDEN.

To Gotenburg. (1). From *London* (Tilbury), 'Thule Line' every Frid. (returning every Thurs.) in 40 hrs. (3*l.* 3*s.*, 2*l.* 2*s.*; food extra); return-tickets (5*l.* 5*s.*, 3*l.* 3*s.*) are available also viâ Granton (see below) or by the Wilson Line viâ Hull. — (2). From *Hull*, 'Wilson Line' every Sat. (returning every Frid.) in 36-40 hrs. (same fares; food 6*s.* 6*d.*, 4*s.* 6*d.* per day). — (3). From *Grimsby*, 'Wilson Line' every Tues. (returning the following Tues.) in 36-40 hrs. (same fares). — (4). From *Granton* (Edinburgh), 'Thule Line' every Frid. (same fares).

To Malmö. From *Grimsby*, 'Wilson Line' every Wed., returning every Thurs. (3*l.* 3*s.*, 2*l.* 2*s.*, return 5*l.* 5*s.*, 3*l.* 3*s.*; food 6*s.* 6*d.*, 4*s.* 6*d.*).

To Stockholm. From *London*, viâ Malmö, 'Stockholm Steamship Co.', about every ten days.

STEAMERS TO DENMARK.

To Copenhagen. (1). From *London*, 'Bailey and Leetham Line' every Sun. in about 3 days (2*l.* 10*s.*, 1*l.* 10*s.*; food extra). — (2). From *Hull*, 'Wilson Line' every Frid. or Sat. in 60 hrs. (1st cl. 2*l.* 10*s.*, excl. food; 2nd cl. 1*l.* 5*s.*, incl. food); 'Bailey and Leetham Line' every Sun. in about 3 days (1st cl. 2*l.* 10*s.*, food 6*s.* per day). — (3). From *Leith*, 'James Currie & Co.', viâ Christiansand, every Thurs, in 54 hrs. (3*l.* 3*s.*, 1*l.* 11*s.* 6*d.*, 1st cl. return-ticket 5*l.* 5*s.*); returning every Thursday.

To Esbjerg. (1). From *Harwich*, 'United S.S. Co. of Copenhagen' every Mon., Thurs., & Sat. (returning Tues., Wed., & Sat.) in 30 hrs. (1*l.* 10*s.*, 15*s.* 6*d.*, 1st cl. return-ticket 2*l.* 5*s.*; food 5*s.* per day in the 1st cl., and 2*s.* 6*d.* per day in the 2nd cl.). — (2). From *Grimsby*, 'United S.S. Co. of Copenhagen' every Mon. (returning every Frid.) in 30 hrs. (1*l.* 10*s.*, 15*s.* 6*d.*; 1st cl. return-ticket 2*l.* 16*s.* 3*d.*; food extra).

The majority of travellers will probably find the excellent steamers of the 'Wilson Line' (*Thos. Wilson, Sons, & Co.*, Hull) or of the 'Bergenske and Nordenfjeldske Cos.' (*P. H. Matthiessen & Co.*, 25 Queen St., Newcastle; *Mr. Berg-Hansen*, Christania) the most convenient. The last-named company (or, rather, combined companies) also maintains an excellent service between Norway and Hamburg, for which return-tickets from Newcastle are also available. Esbjerg (p. 373) has direct railway-connection with Copenhagen and with Gotenburg viâ Fredericia and Frederikshavn (R. 62). The Dutch mail-steamers plying every Thurs. from *Rotterdam* to Stavanger (48 hrs.) and Bergen (58 hrs.; fare 40 fl., return 60 fl.) may also be mentioned.

Yachting Cruises. Large and comfortable excursion-steamers

are despatched at frequent intervals during the season from British ports to the Norwegian fjords, Bergen, Trondhjem, the North Cape, etc. The vessels (1000-4000 tons) are luxuriously fitted up for the comfort and amusement of their passengers, and follow a fixed itinerary at an inclusive charge, full details of which may be obtained from the various agents. These so-called yachts undoubtedly offer the most comfortable means of visiting some of the finest districts of Norway. They penetrate into the chief fjords, and the passengers have opportunities from time to time of making excursions on land. But this method of visiting Norway inevitably misses many of the peculiar beauties of the country. A prolonged residence on board one of these floating hotels is apt to prove monotonous and enervating, and is certain to leave the passenger's mind almost a blank with regard to the true charms of Norwegian travel. The complaint sometimes heard, that even the grandest scenery in Norway is somewhat monotonous, is rarely made by any but tourists on these pleasure-steamers who have not had time to become properly acquainted with the country.

III. Plans for Independent Tours in Norway and Sweden. Tourist Offices.

Tourists who content themselves with a Yachting Cruise along the coast have, of course, their travelling-plan determined by the programme of the steamer. Most travellers, however, will find it much more satisfactory to form plans for independent tours for themselves, and we therefore give a few specimens below, which may easily be altered with the help of the Handbook or extended by the inclusion of excursions from the main track, etc. The finest scenery in Norway lies on the west coast, the chief points being the Hardanger Fjord, Sognefjord, Nordfjord, Søndmøre, Molde, and Romsdal. The Jotunheim, to the E. of the Sognefjord, is recommended to the attention of mountaineers. The voyage to the Norrland, the chief attraction of which is the Lofoten Islands, is also very fine. The beautiful towns of Christiania and Stockholm are well worthy of a visit.

I. Three or Four Weeks from Christiania (Five or Six Weeks including the Voyage to the North Cape or a Trip through Sweden).

	Days
Christiania and its neighbourhood (R. 9)	1
From Christiania by railway to *Skien* viâ *Drammen* (R. 5) . . .	1
From Skien to *Dalen* by steamer, and thence by carriage to *Odde*, viâ *Haukeli*, *Reidal*, and *Seljestad* (R. 5)	3
Excursion to the *Hardanger Fjord* from *Odde* (p. 106), and from *Vik i Eidfjord* (p. 109); to *Bergen* by steamer (R. 19)	4
[The beautiful route from *Eide* to Vossevangen viâ *Skjervet* (p. 123) should be chosen by those who have already seen Bergen or who wish to postpone their visit to it.]	
From Bergen by railway to *Vossevangen*, and thence drive to *Stalheimsklev* and to *Gudvangen* (p. 132)	1½
From Gudvangen by steamer across the *Sognefjord* to *Balholmen* and *Fjærland* (p. 128), and thence to *Vadheim* (p. 126)	2

	Days
From Vadheim drive viâ *Førde* to *Faleide* on the *Nordfjord* (p. 176). Excursion to the *Oldendal* or *Loendal* (pp. 176, 178)	3
From Faleide by carriage and steam-launch through the *Strynsdal* and viâ *Viden* to *Grotli*, and thence down to *Marok* (p. 183) . .	2
From Marok by steamer to *Hellesylt* (p. 182), drive through the Norangsdal to *Øie* (p. 187), and by steamer to *Aalesund* (p. 189)	1
From Aalesund by steamer to *Aandalsnæs* (p. 193). Excursion to the *Romsdal*. By steamer to Molde. *Molde* (p. 191)	3
From Molde to Trondhjem. *Trondhjem* (p. 202)	1½
	23

From Trondhjem we may either proceed farther to the N. to visit the *Norrland* (RR. 29-32), or return by railway to *Christiania*, or take a trip through SWEDEN as follows.

	Days
From Trondhjem by express-train viâ *Østersund* to Upsala. *Upsala*	1½
Stockholm and its neighbourhood	4
From Stockholm viâ the *Göta Canal* to *Gotenburg* (p. 262). *Trollhättan*	2½-3
From Gotenburg by railway (R. 63) or steamer to *Copenhagen* (p. 343)	1
	32-32½

II. A Fortnight from Christiania.

From Christiania through the *Valders* to *Lærdalsøren* on the *Sognefjord*	4-5
From Lærdalsøren by steamer to *Balholmen-Fjærland* (p. 128) and *Gudvangen*	1½
From Gudvangen viâ the *Stalheimsklev* (p. 124) to *Vossevangen*, and viâ *Skjervet* to *Eide* on the *Hardanger Fjord*	1½
From Eide walk to *Ulvik* (p. 112), and thence by steamboat (or from Eide direct) to *Vik i Eidfjord*. Excursions from Vik . .	2-3
From Vik by steamer to *Odde*. Excursions from Odde	2
From Odde by steamer to Bergen. *Bergen*	2
	13-15

III. Three Weeks from Christiania.

From Christiania through the *Valders*, with excursions to the *Tyinsjø* and ascent of the *Skinegg* (p. 154), to the *Sognefjord*, and thence as in preceding route to *Vossevangen*	7
From Vossevangen by railway to Bergen. *Bergen*	1
From Bergen to *Vadheim* on the *Sognefjord*	1
From Vadheim drive (as above, R. 1) viâ *Førde* to *Faleide* on the *Nordfjord*; excursions thence; to *Grotli* and thence viâ *Djupvashytten* to *Marok*, as above	5
From Marok by steamer to *Sjøholt*; and drive thence to *Vestnæs* (p. 192)	1
From Vestnæs by steamer to *Aandalsnæs*; excursion to the *Romsdal*; and by steamer to *Molde* (p. 191)	2
From Molde by steamer to *Bergen*	1
	18

IV. Three Weeks on the Fjords of W. Norway.

From Stavanger by steamer to *Sand*; drive to *Osen*; thence by steamer over the *Suldalsvand* to *Næs*; and drive viâ *Horre* and *Seljestad* to *Odde* (p. 106)	2
Excursions from Odde	1-2
From Odde by steamer to *Vik* on the *Eidfjord*; excursions from Vik; and thence by steamer to *Eide*	1-2
From Eide drive viâ *Vossevangen* and the *Stalheimsklev* to *Gudvangen*; and thence by steamer to *Balholmen* and the *Fjærlandsfjord*	2
From the Fjærlandsfjord by steamer to *Vadheim*	½
From Vadheim by overland route viâ *Førde*, *Faleide*, *Stryn*, *Grotli*, *Geiranger*, *Hellesylt*, *Norangsdal*, and *Jørundfjord* to *Aalesund* .	5-6

	Days
From Aalesund to *Aandalsnæs*; excursion to the *Romsdal*; by steamer to *Molde*	2
From Molde by steamer to Bergen. *Bergen*	2
	15½-18½

V. A Fortnight from Bergen.

From Bergen to *Lærdalsøren* viâ *Vossevangen*, the *Stalheimsklev*, and *Gudvangen* (RR. 22, 21)	2-3
From Lærdalsøren to *Skjolden*, and thence over the *Sognefjeld* to *Rejshjem* (RR. 22, 23)	3-4
From Røjshjem to *Andvord*, and thence to *Grotli* and viâ *Viden* and *Stryn* to *Visnæs* on the *Nordfjord*	2
Excursion to the *Loendal* or the *Oldendal*, returning to *Faleide* or to *Utviken*	1
Viâ *Egge*, *Vaatedalen*, and *Jølstervand* to *Førde*, thence to *Vadheim*, and by steamer to *Bergen*	3-4
	12-14

VI. A Fortnight for Mountaineers.

From Skogstad or Nystuen on the Valders Route (R. 8) to the *Tyinsjø*; ascent of the *Skinegg*, and descent to *Eidsbugaren* (R. 23)	1
Excursions from Eidsbugaren (R. 23)	1-2
From Eidsbugaren to *Gjendeboden* (R. 23)	1
Excursions from Gjendeboden (R. 23)	2-3
From Gjendeboden to *Spiterstulen* (p. 162); ascent of the *Galdhøpig* (p. 149), and descent to *Rejshjem* (p. 149). Over the *Sognefjeld* to *Turtegrø* (p. 147)	2
Excursions to the *Horunger* (p. 147)	2-3
From Turtegrø to *Fortun* and *Skjolden* (RR. 23, 22), and thence by steamer to Bergen	2
	11-14

VII. Seven or Eight Weeks from Gotenburg.

From Gotenburg to *Trollhättan*, *Jönköping*, *Wadstena*, and *Stockholm* (RR. 42, 43, 44)	5-6
Stockholm and Environs (RR. 48, 49)	3-4
From Stockholm to *Upsala*, *Östersund*, and *Trondhjem* (RR. 50, 56)	2-3
From Trondhjem to the *North Cape*, and back to *Trondhjem* (RR. 29-32)	9
From Trondhjem over the *Dovrefjeld* to the *Romsdal* and *Molde* (R. 11)	5-6
From Molde overland to *Vadheim* on the *Sognefjord* and thence by steamer to *Gudvangen* (p. 132)	6-8
Viâ the *Stalheimsklev* to *Vossevangen* (p. 121); thence by railway to Bergen. *Bergen*	2
From Bergen by steamer to *Eide* on the Hardanger Fjord	1
From Eide walk to *Ulvik* (p. 112) and by steamer thence (or direct from Eide) to *Vik i Eidfjord* (p. 109). Excursions from Vik	2-3
From Vik by steamer to *Odde* (p. 106). Excursions from Odde	1-2
From Odde viâ *Seljestad* to *Horre* (p. 96)	1
From Horre either in 2 days viâ *Suldal* to *Stavanger*, or viâ *Roldal* and *Haukeli* to *Dalen* (p. 36), and thence by steamer to *Skien* (p. 33) and by railway to Christiania (p. 9). *Christiania*	4-5
	41-50

It need hardly be added that travellers who are addicted to luxurious hotels and the distractions of watering-places and other fashionable resorts will not find Norway to their taste. On the other hand, true lovers of nature will carry away with them an enthusiastic admiration for its scenery, and will gladly seek opportunities of

renewing their impressions. Those who have devoted a first visit to obtaining a general idea of the country, may well spend one or more subsequent seasons in the exploration of particular districts. The less time and energy spent in covering long distances between point and point, the greater will be the enjoyment of the districts visited.

Tourist Offices. The tourist offices of *Messrs. T. Cook & Son* and of *Henry Gaze & Sons*, in London, and those of *T. Bennett* and of *F. Beyer*, at Christiania and Bergen, issue railway, steamboat, Skyds (or posting), and hotel coupons for a number of different routes. Those unused are received back under deduction of 10 per cent of their cost. This system saves trouble at a corresponding sacrifice of independence. As a general rule it is advisable not to fix one's route absolutely before leaving London, but to wait until Christiania or Bergen is reached. 'The Norway Tourist's Weekly News', which often contains information of considerable importance to tourists, is published by Beyer at Bergen, and is to be seen at many hotels.

IV. Conveyances. Walking Tours.

Time Tables for Norway appear in '*Norges Communicationer*' (pron. Commoonicashooner; 30 ø., English and German edition, 50 ø.), and for Sweden in '*Sveriges Kommunikationer*' (10 ö.), both published weekly in summer. Neither of these, however, is very satisfactory; and travellers in Norway are recommended to obtain *Beyer's Tourists' Time-Tables of the Norwegian Railways, Steamers, and Diligences* (published fortnightly; 50 ø.) or the similar publication issued by *Bennett* (p. 10). Beyer's time-tables will be sent by post from Bergen on receipt of 6 *d.* in British stamps, or may be purchased at Swan & Leach Ld., 3 Charing Cross, London. The 'Sommer-router' of the various fjord steamboat lines may be obtained at Stavanger, Bergen, Aalesund, and Molde. Among other time-tables may be mentioned the *Reichs-Kursbuch* (Berlin) and the *Reiseliste for Kongeriget Danmark* (Copenhagen), which travellers to or from Germany will find useful.

Observe that many of the summer time-tables, especially those of the fjord steamers, hold good till the end of August only.

Steamboats (Norw. *Dampskibe*, Sw. *ångbåtar*). The regular Norwegian coasting traffic is almost entirely in the hands of the *Bergenske* and the *Nordenfjeldske Dampskibs-Selskab*, which have a common time-table. The headquarters of the former are at Bergen, those of the latter at Trondhjem. (Agents at Christiania and Newcastle, see p. xiii.) The smaller steamers plying on the Norwegian fjords are comfortable enough during the day, but their sleeping accommodation is poor, and on market-days they are apt to be overcrowded. The same remark applies to the smaller coasting steamers on the Baltic and on the Swedish canals.

Most travellers will, of course, travel in the first cabin. Those who are about to spend one or more nights on board should at once secure their berths *(kojen)* in a stateroom *(lugar)* by personal application to the steward. Otherwise they may have to put up with sofas in the dining-saloon, with the additional disadvantage of having to quit their couches before early breakfast (6 a.m.). There

are always a separate ladies' cabin and a smoking-room. A passenger travelling with his family by mail-steamer pays full fare for himself, but is usually entitled to a reduction ('Moderation'; pron. 'moderashoon') of 50 per cent on the fare (but not on the cost of food) for each of the other members of the party. But this arrangement does not hold good for the large tourist-steamers or for all the fjord-steamers. On most of the steamboats return-tickets, available for a month or more, are issued at a fare and a half, without any other reduction. The captains and mates usually speak English. The traveller should be careful to look after his own luggage.

The food is generally good and abundant, though a little monotonous. Vegetables are rare, and tinned meats, salt relishes, and cheese always preponderate at breakfast and supper. The tariff in the Bergen and Nordenfjeld steamers, which is a little higher than in the smaller vessels, is as follows: — food per day, including service, 5½ kr.; or, separately, the charge for breakfast is 1½ kr., for dinner (at 2) 2 kr. 40 ø., supper (at 7.30) 1½ kr.; attendance 50 ø.; cup of tea or coffee with biscuit or rusk *(Kavringer)* in the morning 35 ø.; small cup of coffee after dinner 20 ø.; beer 40 ø. per bottle, 25 ø. per half-bottle; Bordeaux 1¼ kr. per half-bottle. No spirits are procurable. The account should be paid daily, to prevent mistakes. The steward expects a fee proportioned to the length of the voyage and the services rendered.

Railways (Norw. *Jernbaner*, Sw. *jernvägar*). Most of the railways are similar to those in other European countries; but in Norway and Swedeu there are several narrow-gauge lines (3⅓ ft.), with two classes only, corresponding to the 2nd and 3rd on the other lines. The guard is called '*Konduktör*'. In both countries the railways observe Central Europe time (1 hr. in advance of Greenwich time). Luggage (50-70 lbs. usually free), except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtogen*, Sw. *kurirtågen*, *snälltågen*) is 22-24 Engl. M., that of the mixed trains *(blandede Tog*, *blandade tåg)* 15-20 Engl. M. per hour. All the trains have smoking-carriages *(Røgekupé*, *rökkupé)* and ladies' compartments *(Kvindekupé*, *damkupé)*. Return-tickets are usually valid for a month.

The Railway Restaurants in Sweden and at the principal stations in Norway are generally good and not expensive; but those on the branch-lines are often poor. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is 1¼-1½, for dinner or supper 1½-1¾ kroner; for a cup of coffee or half-bottle of beer 25 ø.; sandwiches 25-50 ø.; spirits not obtainable. The express-trains stop at certain stations, the names of which are posted up in the carriages, to allow time (generally only ¼ hr.) for meals.

Posting (Norw. *Skyds*, Sw. *skjuts;* pronounced shöss or shüss in each case). Sweden is so well provided with railways and steamboats that travelling by road is rare; but in Norway there are still immense tracts of country where driving is the only means of communication. The new high-roads, maintained by government, are generally good; the older roads are often very rough, with sudden ups and downs, reminding one of a switchback railway. The ordinary vehicles are the *Stolkjærre* (a light cart with seats for two persons), and the lighter and swifter *Kariol* (a light gig for one person). The luggage is strapped or roped behind the traveller, on the top of it the *Skydsgut* (or simply *Gut;* the girl who sometimes takes his place is called '*Jente*') takes his seat, and the traveller usually takes the reins (*'Tømmer'*) himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. The horses, or rather ponies, are often overdriven by foreigners. As the average charge of 2-3*d.* per Engl. mile is a very inadequate remuneration to the *Skydspligtige*, or peasants who are bound to supply the horses, it is unfair on this account also to overdrive them. As a rule 10-15 min., and sometimes more, should be allowed for each English mile. A frequent inscription in the skydsstations is '*Vær god mod hesten*' (*i.e.* be good to the horse), and travellers who obey this injunction will receive a good character from the 'Gut' at the successive stations and will in consequence be more cheerfully and quickly served. In every case the traveller in Norway will find his account more in politeness and civility than in anything approaching a dictatorial manner.

On the great thoroughfares throngh Telemarken (R. 5), the Valders (R. 8), and the Gudbrandsdal (R. 10) it is often found more convenient to hire a carriage (*Vogn*, *Kaleschvogn*, or *Landau;* or a *Trille*, *i. e.* an open four-wheeler) and horses for the whole route, in order to avoid delays at the overtasked stations. In this case there is no restriction as to the amount of luggage accompanying the traveller (comp. p. xx). Carriages may be obtained on application at any of the Tourist Offices (p. xvii). — On some of the long overland routes Messrs. Thos. Cook & Son (p. xvii) have provided landaus, carioles, and stolkjærres of a more comfortable description and better found than the ordinary vehicles of the country; these may be hired at any of Messrs. Cook's offices.

The *Skydsstationer* (pron. stashoo'ner; which are nsually inns also), or farm-houses whose proprietors are bound to supply travellers with horses whenever required, are situated at intervals of 6-15 Engl. M. If the stage is a short one and the horse good, the traveller may often drive on to the next station on getting leave from the station-master.

Those 'stations' where the proprietor *(Skyds-Skaffer)* is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than $^1/_4$-$^1/_2$ hour, are

called *Faste Stationer* (*i. e.* 'fixed stations', where a 'fixed' number of horses are in readiness), or usually by English travellers 'fast stations'. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), the owners of which are bound to procure horses on getting notice or 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'). At these stations, justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for hours. These delays are obviated by sending *Forbud* ('previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must arrive at least three hours before the time at which horses are required, or better on the previous day, and should therefore be dispatched two or three days beforehand. It is usually sent by letter or post-card, or by any one preceding the traveller on the same route†. Travellers pressed for time may also with advantage send 'Forbud' to 'fast' stations. — Those who wish to make an early start should invariably order the skyds the previous day; in country inns the *Opvartningspige* (p. xxiii) will take the order. Delay on the journey may be avoided by informing the 'Gut' before arriving at a station that the traveller intends to proceed at once (*'jeg vil strax reise videre'*).

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64 lbs. of luggage. If two persons travel together in a *Stolkjœrre*, for which they pay a fare and a half, they are each allowed 24 lbs. of luggage only. For extra luggage additional vehicles must be hired. In hilly districts the 'Skyds-Skaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a *Dagbog (Skydsbog)* or day-book, in which the traveller enters his orders and records his complaints if he has any to make. Travellers are entitled to proceed in the order in which their names are entered in this book.

The tariff of charges is lower for 'slow' stations than for 'fast' stations; but the former difference between 'fast' stations with ordinary tariff and 'fast' stations with raised charges was abolished in 1894. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by rowing boat, so that the traveller will have no difficulty in calculating the fare with the aid of the annexed tables (printed on yellow paper). Distances under 5 Kilomètres (3 M.) are charged at the full 5 Kil. rate. At the slow stations the station-master is entitled to a fee of 20 ø. per horse, in addition to the fare, for the trouble of get-

† The *Forbudseddel*, or message, may be expressed as follows: — *Paa Skydsskiftet* (. . . name the station) *bestilles en Hest* (*to Heste*, etc.) *med Karjol* (*Karjoler*) *eller Stolkjœrre* (*Stolkjœrrer*) *Mandagen den 20. Juli*, *Formiddagen* (*Eftermiddagen*) *Klokken et* (*to*, *tre*, etc.). *Paa samme Tid varm Frokost* (or *Middagsmad*) *for en Person* (*to*, *tre Personer*).
Date & Place. Signature.

Tariff for Posting ('Land-Skyds') in Norway.

Kilomètres	From Fast Stations				From Slow (or 'Tilsigelse') Stations (*plus* 20 ø. per horse for 'Tilsigelse'; comp. p. xx)			
	For one person		Two persons		For one person		Two persons	
	One horse (*plus* 1 ø per Kil. for the saddle)	One horse with cariole or stol-kjærre	One horse	One horse with stol-kjærre	One horse (*plus* 1 ø. per Kil. for the saddle)	One horse with car iole or stol-kjærre	One horse	One horse with stol-kjærre
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.15	0.17	0.23	0.26	0.10	0.12	0.15	0.18
2	0.30	0.34	0.45	0.51	0.20	0.24	0.30	0.36
3	0 45	0.51	0.68	0.77	0.30	0.36	0.45	0.54
4	0.60	0.68	0.90	1.02	0.40	0.48	0.60	0.72
5	0.75	0.85	1.13	1.28	0.50	0.60	0.75	0.90
6	0.90	1.02	1.35	1.53	0.60	0.72	0.90	1.08
7	1.05	1.19	1.58	1.79	0.70	0.84	1.05	1.26
8	1.20	1.36	1.80	2.04	0.80	0.96	1.20	1.44
9	1.35	1.53	2.03	2.30	0.90	1.08	1.35	1.62
10	1.50	1.70	2.25	2.55	1.00	1.20	1.50	1 80
11	1.65	1.87	2.48	2.81	1.10	1.32	1.65	1.98
12	1.80	2.04	2.70	3.06	1.20	1.44	1.80	2.16
13	1.95	2.21	2.93	3.32	1.30	1.56	1.95	2.34
14	2.10	2.38	3.15	3.57	1.40	1.68	2.10	2.52
15	2.25	2.55	3.38	3.83	1.50	1 80	2.25	2.70
16	2.40	2.72	3.60	4.08	1.60	1.92	2.40	2.88
17	2.55	2.89	3.83	4.34	1.70	2.04	2.55	3.06
18	2.70	3.06	4.05	4.59	1.80	2.16	2.70	3.24
19	2.85	3.23	4.28	4.85	1.90	2.28	2.85	3.42
20	3.00	3.40	4.50	5.10	2.00	2.40	3.00	3.60
21	3.15	3.57	4.73	5.36	2.10	2.52	3.15	3.78
22	3.30	3.74	4.95	5.61	2.20	2.64	3.30	3.96
23	3.45	3.91	5.18	5.87	2.30	2.76	3.45	4.14
24	3.60	4.08	5.40	6.12	2.40	2.88	3.60	4.32
25	3.75	4.25	5.63	6.38	2.50	3.00	3.75	4.50

Tariff for Boats ('Baad-Skyds') in Norway.

Kilomètres	From Fast Stations			From Slow Stations (*plus* 7 ø. per rower and 6 ø. per boat for 'Tilsigelse.)		
	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail	2 men with 4-oared boat and sail	3 men with 6-oared boat and sail	4 men with 8-oared boat and sail
	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.	Kr. Ø.
1	0.28	0.40	0.56	0.24	0.34	0.48
2	0.56	0.80	1.12	0.48	0 68	0.96
3	0.84	1.20	1.80	0.72	1 02	1 44
4	1.12	1.60	2.24	0.96	1.36	1 92
5	1.40	2.00	2.80	1.20	1.70	2.40
6	1.68	2.40	3.36	1.44	2.04	2.88
7	1.96	2.80	3.92	1.68	2.38	3.36
8	2.24	3.20	4.48	1.92	2.72	3.84
9	2.52	3.60	5.04	2.16	3.06	4.32
10	2.80	4.00	5.60	2.40	3 40	4.80
11	3.08	4.40	6.16	2.64	3.74	5.28
12	3.36	4.80	6.72	2.88	4.08	5.76
13	3.64	5.20	7.28	3.12	4.42	6.24
14	3.92	5.60	7.84	3.36	4.76	6.72
15	4.20	6.00	8.40	3.60	5.10	7.20
16	4.48	6.40	8.96	3.84	5.44	7.68
17	4.76	6.80	9.52	4 08	5.78	8.16
18	5.04	7.20	10.08	4.32	6.12	8.64
19	5.32	7.60	10.64	4.56	6.46	9 12
20	5.60	8.00	11.20	4.80	6.80	9.60
21	5.88	8.40	11.76	5.04	7.14	10.08
22	6.16	8.80	12.32	5.28	7.48	10.56
23	6.44	9.20	12.88	5.52	7.82	11.04
24	6.72	9.60	13.44	5.76	8.16	11.52
25	7.00	10.00	14.00	6.00	8 50	12.00

ting it ready. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut' receives a gratuity of about 1½ ø. per kilomètre. The 'Gaardskarl', or man who helps to harness the horses, does not expect a fee. Nothing should be given to the peasant children who sometimes officiously open gates. At slow stations the station-master may dismiss the horses if the traveller who has ordered them is more than 2½ hours late, and after the first hour of waiting he may exact 'Ventepenge' or waiting-money (amounting, for 1-2½ hrs., to the fare for 3-10 Kil.). Tolls, ferries, and similar dues are paid by the traveller.

Rowing-Boats. For the conveyance of travellers by boat *(Baadskyds* or *Vandskyds)* the regulations are similar, but on all the principal routes steamers now ply. Those who have a guide with them may employ him as a rower, and thus dispense with one of the usual crew. Each rower *(Rōrskarl)* generally rows or 'sculls' with two oars. A boat manned with two rowers is therefore called a *Firring*, or four-oared boat, one manned with three rowers a *Sexring*, and with four rowers an *Ottering*. For short distances a Firring generally suffices. The tariff is determined by the size of the boat and not by the number of persons (see Tariff on yellow paper, which is referred to in the Handbook by the letters A, B). The Tilsigelse fee is 7 ø. per man and 6 ø. per boat. As the fares are very unremunerative, the traveller should add a liberal gratuity.

Walking Tours. Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest too far apart. A few districts in the Swedish Norrland (R. 57) have, however, recently been made accessible to pedestrian tourists. In Norway, though there is no lack of short excursions which can be made on foot only, practically the only opportunities for walking-tours of several days or of considerable mountain-ascents are to be found in the region to the N. of the Sognefjord, Lærdal, and the upper Valders as far as the Sundal, or over the passes to the Hardanger Ford or Sognefjord. The footpaths are, as might be expected, far inferior to those among the Alps. On very hilly roads, walking is quicker than driving, in which case a cariole or cart may advantageously be hired for luggage only.

V. Luggage. Equipment. Tourist Clubs.

Luggage. Travellers who intend to make the whole of their tour in Norway and Sweden by railway and steamboat need not limit their luggage, but those who intend travelling by cariole should not take more than 30-40 lbs., packed in a small and strong box and a carpet-bag, to which may be added a wallet or game-pouch for walking excursions. A soft or compressible portmanteau is not recommended, as the 'Skydsgut' always sits on the luggage strapped

on behind. Suitable leathern trunks are sold at Christiania, Bergen, and elsewhere for about 20 kr. A supply of stout cord and straps will be useful, and a strong umbrella is indispensable.

Equipment. The traveller should avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On the ordinary routes, and even in remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will, however, sometimes be found useful. Spirits are not to be had at the inns, but good Cognac may be purchased in the larger towns for 4-5 kr. per bottle. A field-glass *(Kikkert)*, a pocket corkscrew, and a small clothes-brush will be found useful. As to clothing, two strong but light tweed suits, a change of warm underclothing, a pair of light shoes for steamboat and cariole use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Add a stout and long ulster, a light waterproof, and a couple of square yards of strong waterproof material, as a wrapper for coats and rugs, or for covering the knees in wet weather, as the aprons *(Skvætlæder)* of the carioles are often dilapidated. Visitors to Lapland and the Swedish Norrland should further be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing ornament. For the rougher mountain tours they should take stout gaiters or leggings.

FURTHER HINTS. An old hand recommends a few safety-pins to be used in keeping scanty sheets from parting company with the blankets or shrinking into a wisp. — For mountaineering it is even more important than in Switzerland to have very strong boots, waterproof if possible, and high in the ankle, as bogs and water-courses often have to be crossed. To the equipment already mentioned may be added sewing-materials, a few buttons, arnica, glycerine, and a candle or two. — Good alpenstocks are not to be obtained in Norway; it is a good plan to bring a proper iron spike from home and have it fitted with a shaft in Christiania or Bergen. — Plenty of small change is desirable, as already mentioned. — Guides charge 4-6 kr. per day and provide their own food, but a bargain should always be made beforehand.

Tourist Clubs. The *Norske Turistforening* ('tourist union'), founded in 1866, extends its useful operations throughout Norway, building refuge-huts, improving paths, appointing guides, and otherwise watching over the interests of travellers. There are now 2500 members, about one-fifth of the number being English and Scottish. The list of members may be seen at *Mr. W. Schmidt's* in Christiania (p. 10), at Bergen, Lærdal, Fagernæs on the Valders Route, Trondhjem, etc. The subscription is only 4 kr. per annum (life-membership 50 kr.), for which a copy of the 'Aarbog' will be sent to the subscriber through any Norwegian address he names. The club-button *(Klubknap)*, worn as a distinctive badge, costs 80 *ø*. more. The members are received with marked courtesy in the mountain-regions, and have a preferential right to accommodation at the club-huts (see p. 140).

The *Svenska Turistförening* (Stockholm, p. 287) is a similar club, numbering 9000 members. The annual subscription is 3 kr.

VI. Hotels and Inns.

Except in the capitals and a few of the favourite summer-resorts, hotels of the first class are rare in Norway and Sweden. But very fair hotels are rapidly springing up in other regions also, affording cheap and tolerable quarters. Many of these new hotels in Norway are admirable examples of the national timber architecture, though they are apt to be noisy. In view of the inflammable nature of their material, they are furnished with numerous exits. The so-called 'sanatoria', answering to the British hydropathic or the American 'summer boarding-house', are well spoken of for a residence for some little time. The usual charges at the first-class hotels are: R. $1^1/_2$-$2^1/_2$, B. $1^1/_4$-$1^1/_2$, D. 2-$2^1/_2$, S. $1^1/_2$ kr.; at the second-class houses: R. 80 ø.-1 kr., B. 1-$1^1/_4$, D. $1^1/_2$, S. 1-$1^1/_4$ kr. The humbler inns in the less frequented districts are even cheaper; so that pedestrians in the regions indicated at p. xxi may often obtain board and lodging for $3^1/_2$-4 kr. per day. The bedrooms, though plain, are scrupulously clean. Attendance is not usually charged in the bill; a fee of 40-50 ø. from each person (Norw. *Drikkepenge*, Sw. *drickespenningar*) to the servant or *Opvartningspige* (addressed as *Frøken*) suffices. The 'boots' of other European countries is conspicuous by his absence. In Norway, as a rule, every *Skydsstation* is also an inn (affording 'godt Kvartēr' or 'slet Kvartēr', according to circumstances), corresponding with the Swedish *gästgifvaregård*. In Sweden and particularly in Norway the manners of the innkeepers are reserved and homely, but there is no lack of real politeness and attention. On the other hand, as the people are rather slow in their movements, travellers intending to make an early start should make all their arrangements overnight.

Tables d'hôte are almost unknown in Sweden. The *Smörgåsbord* or *Brännvinsbord*, where various relishes, bread-and-butter, and liqueurs are served by way of stimulant to the appetite, is an institution peculiar to Sweden, and should be patronised very sparingly. In the evening from 7 to 10 small portions of meat, etc., known as *Sexor* (six o'clock meal) are served to those who wish a light supper.

In Norway, on the other hand, tables d'hôte are the rule. The tinned meats ('Hermetike Sager'), salted anchovies, cheese, etc., which form the staple of breakfast and supper should be avoided as much as possible.

The waiter (Norw. *Opvarter;* Swed. *kypare*, *vaktmästare*, *garçon*, *markör*) usually receives a gratuity of 10 ø. or more for each meal.

The following dishes are among the commonest in the bills of fare (Norw. *Spisesedel*, Swed. *Matseddel*): —

Norwegian.	English.	Swedish.
Suppe	Soup	*Soppa.*
Kjødsuppe	Broth	*Buljong*
Kjød	Meat	*Kött*
kogt	boiled	*kokt*
slegt	roasted	*stekt*
Oxekjød	Beef	*Oxkött*
Kalvesteg	Roast veal	*Kalfstek*
Coteletter	Cutlets	*Kotletter*
Faaresteg, Bedesteg	Roast mutton	*Fårstek*
Flesk	Pork	*Fläsk*
Raadyrsteg	Roast venison	*Rådjurstek*
Rendyrsteg	Roast reindeer	*Renstek*
Fjærkræ	Poultry	*Fjaderfä*
And	Duck	*And*
Gaas	Goose	*Gås*
Fisk	Fish	*Fisk*

Norwegian.	English.	Swedish.
Aal	Eel	*Al*
Gjedde	Pike	*Gädda*
Ørreter	Trout	*Foreller*
Torsk	Cod	*Torsk*
Sild	Herring	*Sill*
Grønsager	Vegetables	*Grönsaker*
Bønner	Beans	*Bönor*
Ærter	Peas	*Ärter*
Poteter / *Kartofler*	Potatoes	*Potatis*, *Potäter*
Æg	Eggs	*Ägg*
Pandekager	Pancakes	*Pankakor*
Ost (short)	Cheese	*Ost*
Smør	Butter	*Smör*
Kager	Cakes	*Kakor*
Rødvin	Red wine	*Rödvin*
Hvidvin	White wine	*Hvidtvin*
Øl (short)	Beer	*Öl*, *bier*.

Beer is the usual Scandinavian beverage (*halv Flask* or *halfva butelj*, 20-25 ø.), but good Bordeaux and other wines are generally to be had at the larger inns and on board the steamers. Spirits are never sold at the hotels or on board the steamers, but may be purchased at the shops in the towns. Drunkenness, which used to be a national vice, has been greatly diminished by recent —

Liquor Laws. In *Norway*, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 28 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to 17½ pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and produced most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christiansand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after 5 p.m. — The laws restricting the sale of wine and beer are similar, but much less stringent.

In *Sweden* the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the 'Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is fnrther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again,

by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 *Kannor* at the rate of 25 *ø.* per *Kanna* (2⅓ quarts) of spirits sold for consumption elsewhere, or at the rate of 40 *ø.* per *kanna* of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 *Kannor*. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have considerably decreased.

Cafés are almost unknown in Norway, but are to be found in the larger Swedish towns. One of their specialties is Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, drunk as a liqueur and undiluted (25-40 ö. per glass). With ice in summer it is a palatable, but not very wholesome beverage. Beer on draught is to be had in the larger towns only. — Cafés and Restaurants are frequently closed on Sundays from 8.30 a.m. to 1.30 p.m.

Baths in Norway and Sweden are very primitive as a rule. The bath-houses in the fjords and lakes are for gentlemen only.

VII. Sport.

Sport of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsen-Elv* above Namsos, are let on long leases, chiefly to wealthy Englishmen. Good trout-fishing, however, may still be had by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the *Telemarken Lakes* (R. 5), the *Messna* and *Laagen* which fall into Lake Mjøsen (R. 10), the *Isternsjø* and *Fæmundsjø* in Eastern Norway, the *Storsjö* in Sweden (R. 56), the *Östra Dalelf* and other streams falling into Lake Siljan in Sweden (R. 54), the *Lule-Elf* and the lakes from which it descends in Lapland (R. 57), and many other lakes and rivers mentioned in the Handbook.

It is difficult now to obtain good shooting in Norway and Sweden. The mountains enclosing the Hallingdal still afford reindeer-shooting, which may also be had on the Hardanger Vidda, near the Romsdal, near Røros, and in Lapland; and wild-fowl abound in many parts of Norway, particularly in the trackless forests of Østerdalen, in the Östra and Westra Dal in Dalarne, around the Storsjö in Jemtland, and in Lapland; but in every case the sportsman will find serious difficulties to contend with. In the first place most of the mountain and forest districts, where the best sport is obtainable, belong to government, and by a Norwegian law of 1877 a license to shoot there costs from 200 to 1000 kroner. Again, though no license is required when permission is obtained to

shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are less stringent, a license for shooting on unenclosed land belonging to government being seldom required.

The CLOSE SEASONS in Norway are as follows: — For heath-hen and black-hen (*Rei* and *Urhøne*), 15th March to 15th Aug.; capercailzie (*Tjur*), blackcock (*Urhane*), and hazel-hen (*Hjerpe*), 15th May to 15th Aug.; partridge (*Raphøne*), 1st Jan. to 1st Sept.; eider-duck (*Ederfugl*), 15th April to 15th Aug.; ptarmigan (*Rype*), 15th May to 15th Aug.; reindeer (*Rensdyr*), 1st April to 1st Aug.; hare (*Hare*), 1st June to 15th Aug.; elk (*Elg*, *Elsdyr*), beaver (*Bæver*), and deer (*Hjort*), 1st Nov. to 1st Aug. (but foreigners are at present prohibited from shooting these last at any time). — For salmon (*Lax*) and sea-trout (*Søørret*) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

VIII. Maps. Books.

Maps. In maps of a vast country like the Scandinavian peninsula there is plenty of room for names; but as it is thinly peopled the names are apt to mislead, farm-houses and even 'sæters' or chalets being sometimes marked almost as boldly as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches retained. When a place has several different names the commonest is given.

In NORWAY the series of *Ordnance Maps*, begun in 1826, on the scale of 1 : 200,000, is all that is available for a great part of the country. The older of these maps are often indistinct, the plates having suffered from frequent use. A new ordnance map in 200 sheets, on a scale of 1 : 100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water coloured blue, mountains indicated by contour lines and shaded in chalk), and a less satisfactory '*Generalkart over det sydlige Norge*', on a scale of 1 : 400,000 (in three colours; to be completed in 18 sheets) are now in progress. In 1895 the eight southernmost sheets of the latter had been published, while of the former there had appeared 29 sheets of the district round Christiania, 44 sheets of Trondhjem and neighbourhood, 5 of Bergen, 1 of the Sogndal, 1 of the Galdhøpig, 3 of Varanger, and 1 of Lake Bygdin. — The most suitable travelling maps are the *Reisekart over det Sydlige & Nordlige Norge*, on a scale of 1:800,000, prepared from official sources by *P. Nissen* (published by Cammermeyer of Christiania; S. Norway in two sheets at 1½ kr. each; N. Norway, four sheets, in two covers, at 2 kr. each), with the 'skyds-stations' and the distances carefully marked, and *Oscar Nielsen's Lomme-Reisekart over Norge* (1 : 400,000; same publishers; in fourteen sections at 40-80 ø. each), embracing the most frequented regions. A '*Reisekart over Søndmøre*' by *Kristofer Randers* (1 : 250,000) was published in 1894. Lastly we may mention *Haffner & Dahl's Kart over Finmarkens Amt* (1:400,000; two plates).

Of SWEDEN, there is an excellent new ordnance map, called the '*Topografiska Corpsens Karta öfver Sverige*' (water coloured blue), on a scale of 1:100,000. In 1895 there had appeared 80 sheets, extending on the N. to Lake Wenern and Gefle. — Other good maps are the '*Generalkarta öfver Sverige*' (1:1,000,000), in three plates, of which the two southernmost have been issued; and the '*Karta öfver Sverige*', by *Selander*, in 14 sheets on a scale of 1:500,000. For N. Sweden may be mentioned the '*Karta öfver Norrbottns Län*' (1:200,000; in 45 sheets) now in course of publication.

Books. Of the numerous books treating of Norway and Sweden a few useful and accessible works are mentioned here: —

Annuaire Statistique de la Norvège (official, pub. at intervals).
Broch, Royaume de Norvège, etc., 2nd ed., 1878.
Bruce, *C. L.*, The Norse Folk, etc., New York, 1857.
Du Chaillu, *P. B.*, Land of the Midnight Sun, 2 vols., 1881.
Forbes, *J. D.*, Norway and its Glaciers, Edin., 1853.
Hare, *A. J. C.*, Sketches in Holland and Scandinavia, Lond., 1885.
Lloyd, *L.*, Scandinavian Adventure, Lond., 1854.
Lovett, Norwegian Pictures, 1885.
Metcalf, *F.*, Oxonian in Thelemarken, 2 vols., Lond., 1858.
"*Old Bushman*", Ten Years in Sweden, Lond., 1865.
Otté, *Miss E. C.*, Denmark and Iceland, Lond., 1881.
Pritchett, *R. T.*, Gamle Norge, Lond., 1879.
Schübeler, Viridarium Norvegianum (admirable account of the flora).
Stone, *O. M.*, Norway in June, Lond., 1889.
Taylor, *Bayard*, Northern Travel, Lond., 1857.
Thomas, *W. W.*, Sweden and the Swedes, Lond., 1892.
'Three in Norway', by Two of them, Lond., 1887.
Vicary, *J. F.*, An American in Norway, Lond., 1885.
Vincent, Norsk, Lapp, and Finn, 1881.
Wood, Round about Norway, Lond., 1882.
Wood, *C. W.*, Under Northern Skies, Lond., 1886.

IX. Names and their Meanings.

The spelling and pronunciation of the names of Scandinavian places is very variable. In Sweden the modified *a* and o are written *ä* and ö, in Norway usually *æ* and *ø*, while *ä* and ö also occur, the latter being sometimes used to indicate the short sound of the letter. Again in Norway *aa*, *au*, *ou*, and *o* are frequently interchanged, as in *Laag*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* are also frequently interchanged, their pronunciation remaining nearly identical, so that the same word will sometimes assume such various forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Marok*, *Mæraak*, or *Merok*, *Eidfjord* or *Øifjord*. The letter *d* in combi-

nation with other consonants or at the end of a word is usually mute, and therefore often omitted (as *Meheia* for *Medheia*, *Haukeli* for *Haukelid*, *Grotli* for *Grotlid*, etc.). Lastly, *g* and *k*, when hard, are often used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogleven*, *Kroglev*, etc.). In Danish or Norwegian the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged, the latter having lately come more into vogue.

In both countries the traveller will often be struck by the primitiveness of the nomenclature, many names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river-valley', 'the valley-river'. Farm-houses again are usually named after their proprietors, and the converse is often the case. The following is a list of several common Norwegian words (*æ* and *ø* being placed last in the alphabet): —

Aak, *Ok*, probably contracted from *Aaker* or *Ager*, field, cultivated land.
Aar, from *Aa*, river.
Aas, ridge.
Aur, see *Øre*.
Bakke, hill.
Bræ, glacier.
Bu, *Bø*, 'Gaard', hamlet.
By, town, village.
Bygd, parish, district, hamlet.
Dal, valley.
Egg, corner, edge, ridge.
Odde, tongue of land, promontory.
Os, mouth, estuary.
Plads, hamlet, clearing.
Præstegaard, parsonage.
Sæter, 'chalet', mountain-farm, cowherds' hut.
Sjø, *Sø*, lake.
Stabbur, storehouse.
Stul, *Støl*, see 'Sæter'.
Stue, wooden house, sæter, hut.
Eide, isthmus, neck of land.
Elv, river.
Fjære, ebb-tide, the beach exposed at ebb-tide.
Fjeld, monntain.
Fjord, bay, arm of the sea.
Fos, waterfall.
Gaard, farm-house (Engl. 'yard').
Gald, rocky slope.
Grænd, group of chalets.
Haug, *Houg*, hill.
Hei, *Heia*, barren height.
Helle, slab, rock, cliff.
Sund, strait, ferry.
Thveit (Eng. 'thwaite') clearing.
Tind, peak.
Tjærn, *Tjern*, or *Kjærn*, mountain-lake, 'tarn'.
Tuft, *Tomt*, site of house, plot of ground (English and Scotch provincial 'toft', 'toom').
Ur, rubble, loose stones.
Vaag, bay, harbour.
Hyl, *Høl*, hollow, basin.
Kirke, church.
Klev, cliff.
Kvam, *Qvam*, ravine.
Laag, *Log*, *Laug*, *Loug*, river.
Lund, grove, thicket.
Lykke, hamlet, garden.
Mark, field.
Mo, *Mog*, plain, dale.
Mork, *Mørk*, forest; also a 'mountain-tract'.
Næs, nose, promontory.
Nut, mountain-top, peak.
Vand, *Vatn*, water, lake.
Vang, meadow, pasture.
Vas, contracted genitive of 'Vand'.
Vig, *Vik*, creek.
Yel, sandy slope.
Ø, island.
Øe, *Øy*, peninsula, tongue of land.
Øre, *Øyr*, alluvial or gravelly soil, tongue of land.

Many places have two or more names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

X. On the Physical Geography of Scandinavia.

Situation. Geological Formation. Coast Line.

Scandinavia, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 57° 57′ and 71° 11′ N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. it gradually increases, though at the point where the Trondhjems-Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway forms a rounded peninsula ending in Cape Lindesnæs (58° 59′), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20′) near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and Vadsø alone measuring 1250 M.

The peninsula contains no distinctly connected mountain-ranges like those in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard (skärgård)*. To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren expanses), and in the N. part of the peninsula *Kjøler* ('mountain-ranges'), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and are rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, hornblende, slate, quarzite, clay-slate, limestone, and dolomite, disposed in strata, corresponding with which are occasional well-defined layers of later slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That

valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists near the *Christiania Fjord*, and other deposits of that period have since been found in *Skåne*, *Western Götland*, the island of *Gotland*, *Herjeådalen*, and *Jemtland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Trondhjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in Jemtland, a lake of 2570 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the Storsjö and Trondhjem in Norway. The primitive crystalline rocks of Jemtland are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 338), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, horneblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

Coal occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable extent. On the island of *Andø*, one of the Vesteraalen group, in latitude 69°, a bed of coal was also recently discovered at the mouth of the Ramsaa, the organic remains in which prove that the island must have undergone violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have once been larger than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above

the sea than now is proved by the nature of the coast with its water and ice-worn fjords, straits, and isthmuses *(Eid)*. On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linnæus* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. v. Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude 62°, the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Altenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Trondhjem and still farther S., while at *Trondhjem* itself it is well authenticated that the coast has risen 20 ft. within 1000 years. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther to the S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of Karlskrona, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865 proved that the average rise of the coast-line between Maasø and Christiania during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast-lines, with their heaps of debris, descend abruptly at their lower ends at an angle of 25-30°. Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

With regard to the **Glaciers** of Norway, the traveller will observe that all the most important are situated to the S. of latitude 67°. The largest is the *Jostedalsbræ* (p. 125), lying between lat. 61° and 62°, 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 102), a little to the S. of lat. 60°, and another of vast extent is that of *Svartisen* (p. 221), within the Arctic Circle. The upper parts of these glaciers form immense and nearly level expanses of dazzling ice and snow, unbroken by moraines or crevasses, except where their ramifications descend into the valleys, or by peaks rising above them. These plateaux of ice correspond with the mountain-

configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that glacier period numerous traces still exist in Scandinavia. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable **Fjords**, most of which have minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Novaja Semlja, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within 40-50° from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their mouths. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the **Skjærgaard** *(skärgård)*, or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Foldenfjord* (64½°), off *Jæderen* and *Lister* (between 58° and 59°), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*,

Stjernø, *Kaagø*, *Arnø*, *Varnø*, *Ringvadsø*, and *Hvalø*; between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoten Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (870 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the '*Seven Sisters*', and the singular *Torghatten*, all of which are described in the Handbook (pp. 215-240).

The great resource of the busy coast-population is the **Cod Fishery,** besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoten Islands are mentioned at p. 225. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l*., and that of the seal-hunting *(Phoca vitulina)* at 55,600*l*., while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale *(Balenoptera musculus)*, which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Krageræ*, and on the W. coast near *Finnaas* in Søndhorland, near *Lindaas* in Nordhorland, near *Vestnæs* in the Romsdalsfjord, by the *Bjærø*, and near *Vigten* in the Namsdal. The salmon-fishery is also of considerable importance. Among the most famous rivers are the *Drammens-Elv*, the *Numedalslaag*, the *Ongne-Elv* in Jæderen, the *Suledals-Elv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Trondhjem, the *Namsen* in the Namsdal, and the *Alten-Elv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important MARITIME TRADE of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Viker' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland'; 500 years earlier than Columbus). On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradnal rise of the coast-line, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of torrents, while on the E. side they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northern part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to imposing dimensions on the *Lyngenfjord* (p. 236) and at the head of the *Saltenfjord* (p. 223), where the *Sulitelma* forms the bonndary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 221) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Trondhjems-Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Åreskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range are the sources of the *Öster* and *Wester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmunds-Elv*, afterwards called the *Klar-Elf*, and falling into Lake Wenern, whence it descends under the name of the *Göta-Elf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Sarpsfos* at Sarpsborg and falls into the Skager-Rack at Fredrikstad. Near the same lake rises the *Gula*, which descends to the N.W. to Trondhjem; and through the valleys of these two rivers runs the important railway from Christiania to Lake Mjøsen, the copper-mines of Røros, and Trondhjem.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Róndane*. To the N.W. of the latter stretches the *Dovrefjeld*, culminating in the *Snehætta* (p. 71), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gud-

brandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalsbræ* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 149), and surrounded by rocks of the transition period. Farther to the S. lie the extensive *Lakes Gjende*, *Tyin*, and *Bygdin*, enclosed by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, except the highest and most precipitous peaks, on which the snow cannot lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jøkul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjeld is separated by the innermost branch of the Hardanger Fjord from the *Folgefond* (p. 102), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger Fjord stretches the extensive *Hardanger Vidda*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Telemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Numedal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a number of transverse valleys, containing the most fertile land in Norway (such as *Hadeland* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Jarlsberg and Laurvik. Among their last spurs are the *Gausta* and the *Lidfjeld* in Telemarken, and the isolated *Norefjeld*, rising between Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjeådal and Wermland in SWEDEN, where they contain valuable iron ores, particularly in *Wermland*, *Dalarne*, and *Westermanland*. The range next runs between Lakes Wenern and Wettern, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Wettern. An important spur a little to the S. of that lake is the *Taberg*, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of

Götland rise the isolated *Kinnekulle* on Lake Wenern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

Of comparatively late geological formation is the SWEDISH BASIN extending from the Skager-Rack through Lakes Wenern and Wetteru to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a waterway to the Gulf of Finland, which again was probably connected with the White Sea, and this theory is borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 44-47.

The coast to the N. of Stockholm is flat, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 333), through which the *Öster-Dalelf* flows. Below Falun that river joins the *Wester-Dalelf*, and their united waters form a fine cataract at Elfkarleby. Of the many other rivers the most important are the picturesque *Ångerman-Elf* (p. 339), the *Lule-Elf* (p. 341), and the *Torne-Elf* (p. 342). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall among the mountains, descending into the valleys where the sun has not power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the Ångerman-Elf and the Lule-Elf.

Climate and Vegetation.

TEMPERATURE. Judging from the degrees of latitude within which the peninsula lies, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature of January is 34.7° Fahr., and that of July 55.4°:

difference 20.7°. At *Stockholm*, on the other hand, the mean temperature of January is 24.8°, and that of July 63.5°: difference 38.7°. The difference is still greater in many places farther to the N., as at *Jockmock* (66° 36′ N. lat.; 925 ft. above the sea), where the January temperature is 3.2°, that of July 57.92°, and the difference 54.90°. The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of 32° Fahr. runs from the Lofoten Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gotenburg and Copenhagen. The line marking a mean January temperature of 23° passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoten Islands are not colder than Copenhagen, nor Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is 35.6°, it is no higher at Östersund in Jemtland, 552 Engl. M. farther south. Lastly, while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is $3\frac{1}{2}$-7° warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death-rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

Rainfall. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gotenburg. The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florø, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Florø, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is rather later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbonrhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last

150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
Vardø	42	70° 22′	33.45	—	*Ona*	52	62° 53′	44.24	—
Nyborg	—	70° 2′	29.30	—	*Dovre*	2160	62° 5′	32.54	14.39
Fruholmen . .	29	71° 6′	35.42	—	*Røros*	2060	62° 35′	27. 5	—
Alten	—	69° 58′	33.62	—	*Florø*	29	61° 36′	43.85	75.27
Tromsø . . .	39	69° 39′	35.96	—	*Bergen* . . .	49	60° 24′	44.60	72.25
Andenæs . .	26	69° 20′	38.48	—	*Ullensvang* .	33	60° 19′	44.78	—
Bodø	36	67° 17′	38.48	30.55	*Skudesnæs* .	36	59° 9′	44.78	42.83
Ranen	46	66° 12′	37.22	—	*Lindesnæs* .	29	57° 59′	44.24	—
Brønø	38	65° 28′	40.28	34.34	*Mandal* . . .	56	58° 2′	43.85	55.11
Ytteroen . . .	250	63° 49′	41.00	22.36	*Sandøsund* .	42	59° 55′	43.85	23.14
Christiansund	66	63° 7′	43.16	37.48	*Christiania* .	79	59° 55′	41.36	21.19

Air Pressure. The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation,** as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in frequency are the oak, the birch, the elm, and the beech. Other trees occur also, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Trondhjem. Near Laurvik, in latitude 59-59½°, the beech is found in considerable plantations. — The apple-tree *(Pyrus malus)* occurs

as far as 65° 10′ N. lat., the plum *(Prunus domestica)* up to 64°, and the cherry to 66°, while currants *(Ribes nigrum* and *rubrum)*, gooseberries *(Ribes grossularia)*, strawberries *(Fragaria vesca)*, raspberries *(Rubus idaeus)*, and the common bilberry *(Vaccinium myrtillus)* occur as far north as the North Cape.

Wheat is cultivated as far as 64½°, and in the S. districts up to a height of 1000-1250 ft. above the sea; *Rye* grows as far N. as 69°, and in the S. up to a height of 1950 ft.; *Barley* and *Oats* occur up to 70°, and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten (70° N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees *(Acer platanoides* and *pseudo-platanus)* transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer *(Cervus tarandus)*, an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming *(Georychus*

lemmus), a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer. Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercailzie ('Tjur'; *Tetrao urogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Eder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvær* of Finmarken, yielding a considerable revenue.

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the grammars at the end of the volume. — The total population of Norway in 1891 was about 2,000,000, that of Sweden about 4,785,000. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 14,000, and in Sweden to 19,000 per annum.

XI. History of Sweden and Norway.

Prehistoric Period. The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the BRONZE PERIOD, when implements and ornaments in bronze and even in gold were first imported, and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Wester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental disks of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600, and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, con-

sisting of 16 letters only. It therefore seems to be a well-established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skáney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus *(Suiones)*, the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i. e. *Svear* and *Svíthjód*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnaithae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumaricii* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólmrygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Westermanland, Södermanland, and Nerike. The territories of the Götar and the Svear were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Wenern and the Göta-Elf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Denmark as an already existing kingdom, and also speaks of the different states of the Götar and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', *i.e.* Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place

much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hugleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek'), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Shetland Islands, and the Hebrides.

Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, king of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfager** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eirîkr Blódöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was *Harald Graafeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Trondhjem, with the aid of Harald Gormsson, King of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Trondhjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in

throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Tryggvason**, a descendant of Haarfager, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century PAGANISM in the north was in a moribund condition. Based on the dual system of a world of gods *(Ásgardr, Godheimr)* and a realm of giants *(Utgardr, Jötunheimr)*, it regarded mankind *(Midgardr, Mannheimr)* as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*,, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of Odin, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Tryggvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeeded in evangelising Norway, Iceland, the Orkney and Shetland Islands, and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King Svejn Tveskæg ('double beard') of Denmark now attempt-

ed to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvason was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by **St. Olaf,** son of *Harald Grenski*, and a descendant of Harald Haarfager. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigud Syr*, King of Ringerike, and by others of the minor inland Kings, he succeeded in establishing his authority throughout the whole country, and thereupon set himself energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, King of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Erikssøn*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus,** who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridssøn*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdssøn*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066) the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldssøn,** who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrri*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom,

and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Trondhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrri. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible co-extensive with the three provinces in which national diets *(Thing)* were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scottish Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sælø in the Nordfjord, Nidarholm near Trondhjem, Munkelif at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King Øystein is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot, and *Magnus Sigurdssøn;* between *Sigurd Slembedegn*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between *Ingi* and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king

Magnus Erlingssøn, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Trondhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief **Sverre**, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor, fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdssøn* (d. 1204), and by *Inge Baardssøn* (d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonssøn** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the

civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingsson, the clergy being now exclnded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previonsly enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Trondhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was snceeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1266 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

Constitution. From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing (Løgthing)*, a diet with judicial and legislative functions. The eight *Fylker* or provinces of Trondhjem sent representatives to the *Frostuthing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalen*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing;* but from the 12th cent. onwards representatives were sent to this diet by *Ranríki*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain-districts of *Heina*, *Hada*, and *Rauma* held a diet called the *Heidsœvisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the Løgthing itself exercised jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Trondhjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct Løgthing, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and

1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing, which seems to have heen immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus coucluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskraa* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabøter died in 1280 and was followed by his son **Eric Magnussøn** (d. 1299), who was succeeded by his brother **Haakon Magnussøn** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy hy Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the Løgthing or diets had been deliberative, judicial, and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The Løgmenn ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the 13th cent. onwards it was customary for the king to appoint them, and they became the sole jndges of all suits in the first instance. In the second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thns in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veitla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Lund, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Frôdi* (d. 1148), the father of northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvason; the prior *Styrmir Kárason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eirîkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordarson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to

the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skötkonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother *Emund* (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. Emund had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of Stenkil about 1066 open war broke out between the

Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but Inge and his nephews and successors, *Inge II.* (d. abont 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. Stenkilsson fought successfnlly against Magnus Barfod of Norway and acquitted himself honourably at Kongshelle (1101), but his snccessors often allowed the Norwegians to invade their territory with impunity.

On the death of Philip, *Magnus*, a Danish prince, and grandson of Stenkilsson, assumed the title of king in Götaland, bnt was defeated and slain in 1134 by **Sverker I.**, who had been elected king two years previously. Sverker was next opposed by *Eric Jedvardsson*, who was proclaimed king by the Svear, and on Sverker's death in 1156 this **Eric**, commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. Eric, a zealous churchman, converted the temple of Upsala into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson*. The latter in his tnrn was slain by *Eric Knutsson* in 1167, and the contest between the rival honses of Sverker and Eric lasted down to 1222. Eric died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon **Eric Læspe** ('the lisping'), a son of Eric Knutsson, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, bnt in the reign of Olaf Eriksson a bishopric was erected at Skara, and nnder Stenkil another at Sigtuna. Under King Sverker a bishop of Öster-Götland was appointed, with his residence at Linköping, one for the diocese of Upper Sweden at Upsala, and others for Södermanland and Westermanland at Strongnäs and Westerås, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of Lund by Hadrian IV. (Nicholas Breakespeare) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created Archbishop of Upsala.

Eric Læspe, thongh respected by his subjects, was a weak prince. Long before his time the **Folkungar**, a wealthy family of Östef-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of Jarl or Dnke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Den-

mark. In 1230 an attempt to dethrone Erik was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. **Birger Jarl**, a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, *Waldemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Waldemar was dethroned by his brother **Magnus** (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', *i.e.* vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*, but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Eric* and *Waldemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 317), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The **Constitution** of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or *Thing*, presided over by a *Lagman*, and each hundred had its *Härathsthing*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The Landsthing exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election

each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the Lagmenn. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, conferring on them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the Lagman and the Härathshöfthing had been the sole judges in lawsnits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of Jarl or earl was abolished, and the *Drotsäte* ('high steward'), *Marsker* ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights *(Riddare)*, the esquires *(Sven af vapen, Vœpnare)*, and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish **Literature** is well-nigh an ab-

solute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrilse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

Transition to the Union.

On the death of Haakon Magnussøn of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingehorg and the Swedish Duke Eric, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eherstein by Eric Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Trondhjem (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed. In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Waldemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklen-

burg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

Albert accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gåta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. Albert was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that Albert chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Waldemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, *Olaf Haakonssøn*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

Olaf's early death in 1387 dissolved this brief union, but within a few weeks his mother **Margaret** was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Eric of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, Albert's quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers'

were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year **Eric** was elected King of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Eric was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Eric assumed the reins of government. Eric, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Eric's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Eric was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Eric's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Eric and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Eric in despair retired to the island of Gotland, and in 1438 a number of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their alle-

giance from Eric, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed King of Norway also (1442). Eric spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Trondhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned King of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as King of Sweden. In 1471 **Sten Sture,** ***the Elder***, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark by his son **Hans,** who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the

Ditmarschers, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Nielsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düweke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1515 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of Stäket (p. 318), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at Bogesund in West Götland. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Eric Johansson*, the father of Vasa. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood-Bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam', which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood-Bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August

of that year Gustavus was appointed administrator at Vadstena, and in June, 1523, he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Slesvig-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negociations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege. The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor-houses *(Sædegaarde)* alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thence-

forward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union **Literature** made considerable progress in Sweden, while in Norway it languished and became almost extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral-schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads, and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Westerås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Lau-

rentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Westerås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Eric XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother *John*, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress *Katharine Månsdatter* (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 334). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings, Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in prevent-

ing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Åbo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lagsagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted

to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, King of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands, and the Peace of Roskilde (1658) secured to him Skåne, Halland, and Blekinge, but obliged him to cede the districts of Bohus and Trondhjem to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the King of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedi h conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown-revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French

peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a

quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhansted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficnlty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism *(Envåldstiden)* was now at an end, and we reach a period of greater independence (*Frihetstiden;* 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her hnsband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a privy council consisting of members of the three upper chambers, and a cabinet of nine members of the privy council, three from each estate, to be nominated by the king himself. The king's anthority was limited to two votes at the diet and a casting vote in case of an eqnally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prnssia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Wiborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' *(nattmössor)*, or simply 'Caps', while a warlike party which now arose was known as 'Hats' *(hattar)*. In accordance with the counsels of the latter, war was proclaimed with Russia, which soon led to the loss of Finland (1741). On the death of the queen withont issne, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick,** were

farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son **Gustavus III.**, who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates *(frälsegods)* was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Wärälä (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch was assassinated by Captain Ankarström.

His son *Gustavus Adolphus* succeeded him as **Gustavus IV.**, under the regency of his uncle *Duke Charles of Södermanland*, who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his ill-

judged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was then elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown-prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the *Constitution* of Sweden have already been mentioned.

The **Intellectual Progress** of the country was greatly furthered by the Reformation. *Peder Månsson* (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreä* (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fabulous element; and his brother *Olaus* wrote the often quoted 'Historia de Gentibus Septentrionalibus'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even Gustavus Vasa had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of

literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *George Stjernhjelm;* d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. *Stjernhöök*, the jurist (d. 1675), and *Widekindi* (d. 1678), *Verelius* (d. 1682), *Verving* (d. 1697), *Rudbeck* (d. 1702), and *Peringskiöld* (d. 1720), the historians, were meritorious writers of a similar tendency. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector; and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Ihre*, the philologist (d. 1780), and above all *Karl von Linné* (d. 1778), the famous botanist. The 'Vitterhets Akademi', or 'academy of belles-lettres', founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829); but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose 'Fredmans Epistlar' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to *Christian II.*, but Vincentius Lunge procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect Christian II. in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxi). Frederick thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son **Christian III.** as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper, and the trade of the

country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it ouce only. The sole benefit conferred by him on Norway was the foundation of Fredrikstad near the ruined town of Sarpsborg.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver-mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Ramsay at Kringlen (p. 67), and still more by those of the Thirty Years' War, in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjedalen from Norway.

New disasters befell Norway in the reign of his son **Frederick III.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, aud Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On asceuding the throne Frederick had sigued a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, aud the energy of the king and citizens in defending Copenhagen, had greatly raised him iu the public estimation. At a diet held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next dicovered that the pledge given by the kiug was subversive of all liberty and progress, the king aud the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the

king alone to be invested with sovereign and absolnte power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The creation of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister *Griffenfeld*, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the rennnciation by Sweden of its immunity from Sound dues. The king husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Pnritanism, which enjoined the utmost rigidity of church observances and abstention from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously

cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Trondhjem a useful scientific society was established by *Gunnerus*, *Schøning*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown-estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as Struensee took no pains to conceal his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but

the finances of the country were ruined. In 1784 the *Crown-prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), Great Britain refused to recognise it, attacked Copenhagen, and forced the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against Great Britain led to a second attack on Copenhagen and its bombardment by the British fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to Great Britain (1807). Denmark, allied with France, then declared war both against Great Britain and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The British did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, aud a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession. Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssøn* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote

interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersen* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Capitulary of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Icelander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and *C. Friman* (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Trondhjem, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøning*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb., 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the King of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The King of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was

soon afterwards attained. About the end of June ambassadors of the guaranteeiug powers, Russia, Britain, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the King of Denmark. After fruitless negociations and the outbreak of a war with Sweden, which was terminated by the Conventiou of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegiau constitution, and Christian summoned a Storthing to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storthing, though not without reluctance, affirmed the principle of union with Sweden, and several modificatious were made in the Eidsvold coustitution, and ou 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crowu-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as King of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform iu governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parvenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the conuection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the kiug was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was fouuded at Trondhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educatioual system and other reforms was attended with great expense. About this period the king displeased his democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storthing (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of Great Britain in consequence of a fracas at Bodø. On the other hand, by rigid economy, sound administratiou, aud the legalised

sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renonncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his peopie. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particnlarly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sonnd and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was nnsuccessful in his attempts to procure a reform of the constitntion (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupnlous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son **Charles** (XV. of Sweden; 1859-72), a highly popular, thongh pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storthing was made annual (1869). In both conntries the principle of religious equality was extended, new railways and roads constrncted, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted throngh the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides. Latterly the radical and republican movement has gained considerable ground in Norway, where it has been accompanied by a strong ultra-nationalistic spirit, revealing itself largely in a revulsion of feeling against the union with Sweden.

In both kingdoms the field of **Literature** has been most sedulously cultivated during the present century. In SWEDEN there existed an academic and a neutral school, both of which, as for example *Franzén* (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by *Hammarsköld* (d. 1827), *Atterbom* (d. 1855), and *Palmblad* (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian *E. G. Geijer* (d. 1847), the great poet *Esaias Tegnér* (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, *P. H. Ling* (d. 1839). An isolated position, on the other hand, is occupied by *K. J. L. Almqvist* (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, *J. L. Runeberg* (d. 1877), of whose noble and genial poetry 'Fänrik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén* (d. 1892). Pre-eminent among scientific men are *J. J. Berzelius*, the chemist (d. 1848), *E. Fries*, the botanist (d. 1878), *K. A. Agardh*, the botanist and statistician (d. 1859), and *Sven Nilsson*, the venerable zoologist and antiquarian (d. 1883). Among modern historians may be mentioned *A. M. Strinnholm* (d. 1862), *A. Fryxell* (d. 1881), *F. F. Carlson* (d. 1887), *K. G. Malmström*, *C. T. Odhner*, *H. Reuterdal* (church history; d. 1870), and *C. J. Slyter* (legal history); and to this period also belong *B. E. Hildebrand* (d. 1884) and *R. Dybeck*, the antiquarians, *J. E. Rietz*, the philologist (d. 1868), and *C. J. Boström* (d. 1866), the philosopher. — In NORWAY, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms peculiar to the country, the poets *H. Wergeland* (d. 1845) and *J. Velhaven* (d. 1873) occupy the foremost rank. Of the still living poets and novelists *Bjørnstjerne Bjørnson*, *Henrik Ibsen*, *Jonas Lie*, and *Alexander Kjelland*, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are *N. H. Abel*, the mathe-

matician (d. 1829), *C. Hansteen*, the astronomer (d. 1873), and *M. Sars* (d. 1869) and his son *O. Sars*, the naturalists. Eminent historians are *R. Keyser* (d. 1864), *P. A. Munch* (d. 1863), *C. C. A. Lange* (d. 1861), and the still living *O. Rygh*, *E. Sars*, *L. Daae*, and *G. Storm*; distinguished jurists, *A. M. Schweigaard* (d. 1870), *F. Brandt*, and *T. H. Aschehoug*; philologists, *S. Bugge*, *C. R. Unger*, *J. Storm*, and the lexicographer *Ivar Aasen*; meritorious collectors of national traditions, *M. B. Landstad*, *J. Moe* (d. 1882), and particularly *P. C. Asbjørnsen* (d. 1885), *H. Steffens*, the philosopher and poet (d. 1845), and *C. Lassen*, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of **Art**, we may mention the Norwegian painters *Tidemand* (d. 1876), *Dahl*, *Morten Müller*, and *Gude* (b. 1825), and the Swedish sculptors *Byström* (d. 1848), *Fogelberg* (d. 1854), and *Molin* (d. 1873), but a glance at the galleries of Stockholm and Christiania will show that the list might easily be extended.

Chronological Table.

NORWAY.		SWEDEN.	
Ynglingar Line.		*Ragnar Lodbrok's Line.*	
Harald Haarfager	(?)860-933		
Eric Blodøks	980		
Haakon Adelstensfostre, 'the Good'	935		
Harald Graafeld	(?)961-975		
Haakon Jarl	(?)975		
Olaf Tryggvason	995	Eric 'VII.' Sejersæl	(d.)995
		Olaf Skøtkonung	995
Eric and Svejn, Jarler	1000		
Olaf Haraldssøn, 'the Saint'	1015	Anund (Önund) Jakob	1021
Svejn Knutssøn	1030		
Magnus Olafssøn, 'the Good'	1035		
Harald Sigurdssøn Hardraade	1046	Emund Slemme	(?)1050
		Stenkil's Line.	
Olaf Haraldssøn Kyrre	1066	Stenkil	(?)1056
Magnus Olafssøn Barfod	1093	Inge I. Stenkilsson	1066
Olaf Magnussøn	1103-16		
Øystejn Magnussøn	1103-22	Philip Hallstensson	1111-19
Sigurd Jorsalafarer	1103-30	Inge Hallstensson	(?)1111-28
		Sverker's Line.	
Magnus Sigurdssøn Blinde	1130-35		
Harald Magnussøn Gille	1130-36	Sverker Kolsson	1132
Sigurd Haraldssøn Mund	1136-55		
Inge Haraldssøn Krokryg	1136-61		
Øystejn Haraldssøn	1142		
Haakon Sigurdssøn Herdebred	1157	Eric IX. Jedvardsson, 'the Saint'	1150
Magnus Erlingssøn	1161	Karl VII., Sverkersson	1160
		Knut Eriksson	1167
Sverre Sigurdssøn	1177	Sverker Karlsson	1195
Haakon Sverressøn	1202		
Guttorm Sigurdssøn	1204		
Inge Baardssøn	1204	Eric X. Knutsson	1210
Haakon Haakonssøn, 'the Old'	1217	Johan Sverkersson	1216
		Eric XI., Eriksson Læspe	1222

NORWAY.

Magnus Haakonssøn Lagabøter	1263
Eric Magnussøn	1280
Haakon V., Magnussøn	1299
Magnus Erikssøn, 'Smek'	1319
Haakon VI., Magnussøn	1355
Olaf Haakonssøn, 'the Young'	1381
Margaret, 'Valdemarsdatter'	1387

DENMARK AND NORWAY.

Eric of Pomerania	1389
Christopher of Bavaria	1442
Karl Knutssøn	1449
Christian I.	1450
Hans	1483
Christian II.	1513
Frederick I.	1524
Christian III.	1537
Frederick II.	1559
Christian IV.	1588
Frederick III.	1648
Christian V.	1670
Frederick IV.	1699
Christian VI.	1730
Frederick V.	1746
Christian VII.	1766
Frederick VI.	1808
Christian Frederick	1814
Charles (XIII.)	1814
Charles (XIV.) John	1818
Oscar I.	1844
Charles (XV.)	1859
Oscar II.	1872

SWEDEN.

Folkungar Line.

Waldemar Birgersson	1250
Magnus Ladulås	1276
Birger Magnusson	1290
Magnus Eriksson, 'Smek'	1319

Other Lines, and Administrators.

Albert of Mecklenburg	1363

SWEDEN WITH DENMARK AND NORWAY.

Margaret	1387

SWEDEN.

Eric XIII. of Pomerania	1396
Karl Knutsson, Administrator	1436
Christopher of Bavaria	1441
Karl VIII., Knutssou	1448
Christian I.	1457
Karl VIII., Knutsson	1464
Sten Sture, Administrator	1471
Svante Nilsson	1504
Sten Sture the Younger	1512
Christian II.	1520

The Vasa Line.

Gustavus Vasa	1523
Eric XIV.	1560
John III.	1568
Sigismund	1592
Charles IX.	1604
Gustavus Adolphus	1611
Christina	1632

Palatinate Line.

Charles X.	1654
Charles XI.	1660
Charles XII.	1697
Frederick of Hessen	1718

Holstein Line.

Adolphus Frederick	1751
Gustavus III.	1771
Gustavus IV.	1792
Charles XIII.	1809

Bernadotte Family.

Charles XIV.	1818
Oscar I.	1844
Charles XV.	1859
Oscar II.	1872

SOUTHERN AND EASTERN NORWAY.

(As far as Trondhjem.)

Route	Page
1. Christiansand and the Sætersdal	2
From Christiansand to Ekersund	3
From Helle to Hyllestad to the Lysefjord	5
From Viken to Veum (Bispevei)	5
From Rygnestad and Bjørnaraa to Dalen on the Bandaksvand	5
From Bykle to the Suldalsvand	6
From Christiansand to Christiania	6
2. Christiania and Environs	9
3. From Christiania to the Randsfjord viâ Drammen and Hougsund	20
From Sandviken to Krogkleven and the Hønefos	20
From Lier to the Holsfjord	22
From Vikersund to St. Olafs-Bad, 23. — Ringkolle	24
4. From *(Christiania)* Hougsund to the Hardanger Fjord viâ Kongsberg and the Rjukanfos	25
From Kongsberg to the Jonsknut. Labrofos	26
From Løvheim to Siljord; to Dale in the Maanelvdal	30
5. From Christiania to the Hardanger Fjord viâ Skien, the Telemarken Canal, and the Haukelifjeld	31
From Hvideseid to Arendal	36
6. From Kongsberg to the Hardanger Fjord through the Numedal	40
From Brøsterud to Neraal in the Hallingdal	40
7. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord *(Bergen)*	41
Ascent of the Nörefjeld	42
From Næs to Lake Spirillen	42
From Viko to the Valders	43
From Ekre to the Valders	43
The Upper Hallingdal	44
8. From Christiania through the Valders to Lærdalsøren on the Sognefjord	46
a. Viâ Lake Spirillen to Frydenlund	47
b. Viâ the Randsfjord to Odnæs, and thence by carriage to Lærdalsøren	49
Hvidhøfd and Kvalehøgda	52
Ascent of the Stugunøs	53
9. From Bredevangen in the Gudbrandsdal to Marok on the Geiranger Fjord	56
From Sørum to the Hindsæter and Jotunheim	57
From Lindsheim to the Sognefjord	58
From Grotli to the Tafjord	59
From Grotli to the Strynsvand	61

Route		Page
10.	From Christiania through the Gudbrandsdal to the Moldefjord	62
	From Gjøvik to Odnæs	62
	From Lillehammer to the Gausdal, and thence by Kvisberg to Jotunheim	65
	From Skjæggestad to Jerkin	66
	From Laurgaard to the top of the Formokampen	68
	From Holsæt or from Mølmen to Skeaker	69
11.	From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren *(Trondhjem)*	70
	The Snehætta	71
	From Aune to Sundalsøren	72
	From Austbjerg to Tønsæt	73
	From Bjerkaker to Ørkedalsøren	73
12.	From Christiania to Trondhjem by Railway	73
13.	From Christiania to Charlottenberg *(Stockholm)*	78
14.	From Christiania to Gotenburg by Railway	79
15.	From Christiania to Gotenburg by Sea	84

1. Christiansand and the Sætersdal.

CHRISTIANSAND, the largest town on the S. coast of Norway, at which numerous steamers touch in summer, lies at the mouth of the *Sætersdal*, which is now seldom chosen as an avenue to the interior of Norway. Travelling in the Sætersdal, once very rough work, has been of late facilitated by the arrangements made by the 'Christiansands og Oplands Turistforening' for beds and food at the principal posting-stations. Several fine but fatiguing mountain-paths lead from the head of the valley to the great Telemarken, Hardanger Fjord, and Stavanger Fjord routes. This excursion is now made almost exclusively by natives of Norway.

ITINERARY. 1st Day: by cariole and steamer to *Ose*. — 2nd Day: Drive, or partly walk, to *Bykle*. — 3rd Day: Walk or ride to *Bredvik*. — 4th Day: Walk or ride to the *Suledalsvand* (p. 95) or to the *Haukeli Road* (p. 38).

Christiansand. — **Hotels.** *ERNST'S, a handsome new building with good rooms (2½ kr.) in the Strand-Gade, which runs parallel to the harbour on the N.; BRITANNIA, also in the Strand-Gade, well spoken of; *PEEUS'S, Skipper-Gade 9, R., L., & A. 2-3, B. 1, D. 2, S. 1¼ kr.; DAGMAR, Raadhus-Gade, unpretending.

Boat to or from the larger steamboats, which do not lay to at the pier, 13 ø. for each person, 7 ø. for each trunk.

Porterage from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the hotels, 33 ø. for each trunk.

Post and Telegraph Office, Markens-Gade, corner of Raadhus-Gade.

Sea Baths adjoining the *Otterø* (p. 3), reserved for ladies 10-12 a.m. (bath 40 ø.). *Warm Baths* adjoining the public gardens, near the church (40-60 ø.).

BRITISH VICE-CONSUL AND AMERICAN CONSULAR AGENT, *Mr. Ferdinand Reinhardt*, Vestre Strand-Gade 10.

STEAMERS to *Christiania*, to *Stavanger*, and to *Bergen* once or twice daily; to *Frederikshavn* in Denmark thrice weekly; to *Copenhagen* weekly; to *Hamburg* twice weekly; to *London* weekly; to *Hull* weekly; to *Leith* weekly. Small local steamers ply daily, except Sundays, to *Arendal* and to *Mandal*, twice weekly to *Farsund*, and once or twice daily to *Mosby*, on the Otteraa.

Christiansand, with 12,800 inhab., the largest town on the S. coast of Norway and the residence of one of the five Norwegian bishops, was founded by Christian IV. of Denmark in 1641 and is beautifully situated on the *Christiansands-Fjord*, a little to the W. of the mouth of the *Otteraa*, or *Torrisdals-Elv*. Half the town was destroyed by fire in 1892, but it has since been rebuilt. The streets intersect at right angles. It has an excellent harbour, at which all the coasting steamers and others from England, Scotland, Germany, and Denmark touch regularly. Near the centre of the town, surrounded by pleasant promenades, is the *Cathedral*, rebuilt in the Gothic style after its destruction by fire in 1880. It contains an altar-piece (Christ at Emmaus) by Eilif Petersen. — To the E. is a wooden bridge leading across the Otteraa to the church of *Oddernæs* and the *Hamrehei*, a good point of view.

The ENVIRONS are picturesque. One of the favourite walks (1 hr. there and back) is on the *Otterø*, a rocky and partially wooded island at the E. end of the Strand-Gade, about 8 min. from the hotels (ferry 5 ø.). The baths (p. 2) lie to the right. The path in a straight direction passes the *Seamen's Hospital* and leads round the island (40 min.), commanding beautiful views. The highest point of the island is the **Kikud* (355 ft.), the tower on which affords a fine panorama. — On the N.W. side of the town is the *Banehei* with promenades. — On the Mandal road, on the W. side of the town, 3/4 M. from the hotels, lies the pretty *Cemetery*, which contains the graves and monument of the Danes who fell in the naval battle of Heligoland (1864). We may ascend to the left through the cemetery to *Bellevue* (rfmts.; band on Sun., 11.30-1.30). Opposite the cemetery (to the right) a path ascending the hill leads to the (20 min.) **Ravnedal*, a wooded and grassy dale, at the (1/4 hr.) upper end of which is the *Ravnehei*, a point of view, reached by wooden steps. Below are a small fountain, a pond, and a cottage (rfmts.; view). We descend to the W. to (1/4 hr.) the Sætersdal road and follow it back to the town, passing (10 min.) the cemetery. — About 2 1/2 M. to the W. of Ravnedalen rises the *Graamandsheia* (810 ft.). — On the right bank of the Otteraa, 2 1/2 M. up, are the '*Omvendte Baad*' (a land-mark) and *Oddersjaa*, commanding a pleasing view. — Steamers ply twice daily from Christiansand up the *Topdalsfjord*, the N. prolongation of the Christiansands-Fjord, to *Rønene* and *Bøen*, on the Topdals-Elv (there and back 2 1/2-3 hrs.). — A trip by boat may be taken to the (6 M.) light-house on the *Oxø* ('Oxøfyr'), with its meteorological station.

FROM CHRISTIANSAND TO EKERSUND (about 190 Kil. or 119 M.), a good but hilly road, near the coast, and crossing several ferries. Fine scenery nearly the whole way. Most of the stations are 'fast', the chief being (43 Kil.) *Mandal*, (55 Kil.) *Fedde*, (56 Kil.) *Eide*, and (35 Kil.) *Ekersund* (p. 90). The journey takes 3-4 days, while the steamboat voyage to Ekersund (R. 16), which most travellers prefer, takes 12-15 hrs. only.

The **Sætersdal**, a valley running to the N. of Christiansand,

about 230 Kil. (143 Engl. M.) in length, and watered by the *Otteraa* or *Torrisdals-Elv*, is interesting both for its scenery and the primitive character of the inhabitants, a tall, strongly-built race, who still cling to their old dress and customs. The railway now under construction will be opened in 1895 as far as Hægeland (see below).

The line ascends the right bank of the Otteraa, passing (7 Kil.) *Kvernvolden*, and crosses it beyond (10 Kil.) *Mosby*.

Beyond the Otteraa, 3 M. to the E. of Mosby is the farm of *Vigland* with the waterfall of that name; farther on are the *Hundsfos* and the *Helvedesfos*.

16 Kil. *Vennesla;* 21 Kil. *Grovene;* 28 Kil. *Røiknes;* 35 Kil. *Iveland*, where we recross the Otteraa; 39 Kil. *Gaaseflaa*.

44 Kil. **Hægeland,** near the *Hægelands-Kirke* and the gaard of *Kile*, where good quarters may be procured at *Gotfredsen's*, the steamboat-captain. Kile lies on the pretty **Kilefjord** (460 ft.), a lake 12½ M. long, through which the Otteraa flows. The steamboat 'Bjoren' plies up and down the lake five days a week, taking 2 hrs. each way. Stations *Daasnæs*, near Faret (see below), and *Evje Nikkelværk*, where nickel and copper-mines have been worked since 1872 (near which are many tombs of the 5th or 6th cent.). From this point walkers follow the new road on the E. bank of the river, past the church of Evje, to Vasenden (see below), about 7½ M.; travellers who drive leave the steamer at Daasnæs.

The high-road (fast stations) ascends from Kile on the W. bank of the Kilefjord and soon enters the district of *Nedenæs*.

21 Kil. *Faret i Evje*, at the mouth of the *Daas-Elv*, which the road crosses, is near the steamboat-station Daasnæs (see above). About 1½ M. farther on are the fine *Fennefos* and the hotel of that name. Farther on, near Evje Nikkelværk (see above), is the *Dølen Hotel*. On the opposite bank is the church of *Evje*.

14 Kil. *Guldsmedmoen* (quarters at the steamboat-captain's) lies at the S. end of the **Byglandsfjord,** a lake 22½ M. long, traversed by the Otteraa. (In 1896 the railway will probably be opened to this point, about 30 Kil. from Hægeland.) The steamer 'Dølen' plies three times a week to Langeid in 4½-5 hrs. (also thrice weekly to Bygland in 2 hrs.; the steamer may be hired at other times for 15 kr. per trip of 6 hrs. for 10 pers.). — At Guldsmedmoen we cross by means of a ferry to (2 Kil.) *Vassenden* (the skyds-station), on the E. bank of the river, whence the road ascends the E. bank of the fjord.

The S. part of the Byglandsfjord, enclosed by low and steep hills, is called the *Aardalsfjord*. On the right rises the *Aardalsnut* (2510 ft.). We then pass the church of *Aardal*. The steamer rounds a promontory with the farms of *Frøirak* and *Berg* and enters the Byglandsfjord proper. On the right are the steep *Foneklev*, which the road crosses, and the church of —

25 Kil. **Bygland** (station with beds for tourists), situated in a pleasant side-valley, at the foot of the *Lysheia* (2770 ft.). By the

church is the sanatorium or health-resort called *Sæterdalens Sommerhjem* (well spoken of; fishing to be had).

The navigable channel narrows. Beyond *Urdviken*, amidst fine mountain-scenery, the steamer passes through a lock (beyond which it cannot go when the water is low) and under the bridge which carries the high-road back to the W. bank, and reaches the *Aaraksfjord*, the N. part of the Byglandsfjord. On the E. bank of the fjord is the church of *Sandnæs*. Then, to the left, on the high-road —

13 Kil. *Frøisnæs* (quarters at Ole Torbjørnsen's, with beds for tourists).

Ose, 6 Kil. from Frøisnæs, is the uppermost steamboat station (quarters at *G. Drengsen's*, who has two interesting old Stabbure on his farm and several curiosities, including old bridal ornaments; an adjoining farmer also keeps a primitive 'hotel'). On the E. side of the valley we observe the church of *Osstad*, at the head of the Aaraksfjord.

The Road follows the W. bank of the river, skirts the *Rustfjeld* (3510 ft.), and passes the gaard of *Langeid*.

25 Kil. *Helle i Hyllestad* (rustic quarters at Torbjør Vettesdatter's). Scenery rather monotonous. About 3 M. from Helle is the church of *Hyllestad*.

From Hyllestad a fatiguing mountain-path, indicated by landmarks, leads by the gaard of *Suleskar* to *Nerebø*, at the E. end of the *Lysefjord* (p. 93). Two days. Guide (12-14 kr.) and provisions necessary.

At *Flaarenden*, about 12 Kil. from Helle, the road crosses to the E. bank of the river. Scenery grander. To the left is the *Hallandsfos*, a waterfall with some of the largest 'giant cauldrons' in Norway, one of them 26 ft. deep.

20 Kil. **Viken i Valle** (good quarters at *Dreng Bjørnaraa's*). The church of Valle has an altar-piece by Fed. Barocci. The gaard of *Aamlid*, on the W. side of the river, contains an ancient 'Aarestue'. The *Svarvarnut* (4525 ft.), ascended from *Aamlid*, is a fine point of view. The gaard of *Homme*, near Valle, also affords a good view.

From Viken the Bispevei, the best of the bridle-tracks leading out of the upper Sætersdal, joins the road mentioned at p. 37 about 6 Kil. to the S. of *Veum* (12-13 hrs.; horse and guide from Viken to Veum about 14 kr.). From Veum we proceed viâ *Midtgaarden* to *Bandakslid* or to *Dalen* (p. 36), where we join the main Telemarken route from Skien to Odde.

From Aamlid over the mountains to *Aardal* on the Stavanger Fjord (p. 93), two days; guide 12-14 kr.

Travelling by 'skyds' ends at Viken. But we may drive on, by *Rygnestad* and *Bjørnaraa*, passing (about 19 Kil. from Viken) the *Byklestig*, a flight of steps 140 ft. high ascending the mountain slope, to (28 Kil. above Viken) —

Bykle or *Byklum* (1800 ft.; *Ole Drengsen*, rustic but good). Near it is the **Sarvfos*, the highest waterfall of the Otteraa, which we reach by a good path.

From Rygnestad and Bjørnaraa a bridle-path leads past the lakes *Store Bjørne-Vand* (near which is a tourists' hut), *Tjernvig-Vand*, and *Bordsjø-Vand* to *Dalen*, on the Bandaks-Vand (p. 36), about 44 Kil. Many sæters are passed.

About 2 M. to the W. of Bykle lies the *Bosvand* (1750 ft.; 8¾ M. long), at the W. end of which is *Brattelid i Bykle*. Rough paths, crossing several torrents, lead thence to the W. to the *Hjesenfjord* (p. 93) and to the N.W. to *Øiestad* on the *Suldalsvand* (p. 96), each 14-16 hrs.

The bridle-path on the W. bank of the river ascends past the gaards (where bread and milk only are to be had) of *Hoslemo* (from which a mountain-path leads to Mo and Børte in Telemarken, p. 37) and *Ørnefjeld* to (10½ hrs.) the gaard of —

Bredvik or *Breivik* (beds at *Knud Alfsen's*), near which there is a small colony of Lapps with about a thousand reindeer.

The Mountain Route from Bredvik to the Suldalsvand (13-14 hrs., incl. rest of 2-3 hrs.) is very fatiguing and must be made on horseback. Provisions have to be brought from Christiansand or Sommerhjem. The route leads at first over much marshy ground and through several strong and sometimes violent streams. The passage of the huge *Meienfjeld*, where reindeer are often seen, is, however, interesting. In descending from the head of the pass we have frequently to dismount aud let the guide lead the horse. Vast snow-fields and smooth granite rocks are traversed, while around rise the ice and snow-bound peaks of lofty mountains. The first inhabited spot in the Suldal is the gaard *Jordbrække*, about 6 Kil. beyond which we reach *Roaldkvam*, where plain but satisfactory quarters are obtained. From Roaldkvam to *Næs* (p. 96), ½ hr. by boat.

Less interesting, but preferable in bad weather, is the route from Bredvik to the *Børte Hotel*, on the *Børtevand* (p. 37), or the path up the Sætersdal from Bredvik to (15 Kil.) *Bjaa*, the highest gaard in the valley (beds at Knud Bjørgufsen's), and to *Flaathyl* on the *Haukeli Road* (p. 38). Each of these routes takes a day.

From Christiansand to Christiania.

Steamboats of the 'Sommer-Postrute' daily in 20 hrs. (fares 15 kr. 60, 9 kr. 75 ø.); distance, as the crow flies, 156 Engl. M.; 13 stations. The voyage is chiefly '*indenskjærs*', *i.e.* within the *Skjærgaard*, or belt of islands which flanks the coast, where the water is perfectly smooth. We give the distances in Norwegian sea or nautical miles (S. M.) from station to station (see Introd., p. vi).

The voyage presents no special attraction till we enter the Christiania Fjord. The vast extent of sea studded with rocky islands has the effect of dwarfing the scenery. Several of the coast-hills rise to 2300 ft., and are often well-wooded though they appear bare from a distance.

Lillesand (Hôt. Norge), with 1500 inhab., and *Grimstad* (Hôt. Møller; Hôt. Nilsson), with 3200 inhab., are the first stations. Between the two is the *Homborgsundfyr*. — A picturesque channel, marked by the two *Torungerne Lighthouses*, leads between the islands of *Hisø* and *Tromø* to the *Galtesund* and —

10 S. M. **Arendal** (**Schnurbusch*, on the quay, R. & A. 2½-3 kr., B. 80 ø., D. 2 kr. 40, S. 1 kr. 50 ø.; *Fønix*, near the church; Brit. vice-consul, *Mr. M. Kallevig*) with 4700 inhab., picturesquely sit-

nated on the hill rising over the mouth of the *Nid-Elv*, is a busy trading and ship-building place, and has an excellent harbour. The new Gothic church of brick, with its lofty spire, was built by Christ. Fürst. Fine view from a small terrace planted with trees above the quay, including the masts of innumerable ships and the small towns of Kolbjørnsvik (on Hisø) and Rævesand (on Tromø). A more extensive view is obtained from the *Stintehei*, above the town.

A posting-road leads from Arendal to (11 Kil.) *Brække i Møland* and (18 Kil.) the small seaport of *Tvedestrand*, then inland by (14 Kil.) *Uberg* to (18 Kil.) *Simonstad*, at the N. end of the lake *Nelaagfjord*, amidst fine woods, where the beaver still occurs. A shorter route is by road to (35 Kil.) *Rustdalen*, and thence by boat on the Nelaagfjord to (6 Kil.) Simonstad. — From Simonstad to the *Nisservand*, comp. p. 36.

Farther on, to the left, we see the little town of *Barbo*, adjoining Arendal on the N. The banks of the *Tromøsund*, through which the steamer steers towards the N., are finely wooded. Numerous settlements and wharves are seen on both sides. Near the N. end of the sound, to the left, stands the *Flangstadkirke*. Farther on we pass the *Møkketasfyr*, marking the entrance of the *Oxefjord* (for *Tvedestrand*, see above), and then the *Lyngør*.

6 S. M. *Risør* (Thiis, by the pier, well spoken of; Busch, in the town; Brit. vice-consul, Mr. A. F. Finne), a town of 3100 inhab., beyond which the coast is unprotected for some distance.

4 S. M. **Kragerø** (*Central Hotel*, 5 min. from the pier; *Victoria*, small, near the Central; Brit. vice-consul, *Mr. H. Larsen*), a busy trading port with 5700 inhab., opposite the island of that name. It contains a large church by G. Bull, a large loftily situated school, and a monument, by Middelthun, to Prof. Schweigaard (p. 12), a native of the place. Apatite, a kind of phosphate found plentifully in the environs, yields artificial manure.

From Kragerø a posting-road leads by (10 Kil.) *Støen*, (17 Kil.) *Lencæs* on the *Tokevand*, and (21 Kil.) *Holte i Drangedal*, to (18 Kil.) *Bø*. Thence by road (about 30 Kil. more) to *Strand i Vraadal* (p. 36).

The coasting steamers pass through the picturesque *Langesunds Kreppa*, a very narrow strait between precipitous rocks, while the large steamers follow the wider channel passing the lighthouse (r.) on *Jomfruland*. **Langesund** (*Johnsen's Hotel*, *Wright's Hotel*, R. 2, D. 1¾ kr.), with 1400 inhab., lies on the *Langesunds-Fjord*, which is prolonged to the N. by the *Eidanger Fjord* and the *Friersfjord*, the latter extending to Skien. To the right rises the lighthouse *Langesunds-Fyr*.

FROM LANGESUND TO PORSGRUND AND SKIEN, 29 Kil., steamer several times daily, except Sunday, in 2½-3 hrs.. Soon after starting we touch at **Brevik** (*Stiansen*; British vice-consul, *Mr. F. J. W. Mew*), with 2000 inhab., charmingly situated at the S.E. end of a rocky peninsula which separates the Eidanger Fjord from the *Friersfjord* (railway to Eidanger in progress, see p. 33). Opposite, to the S., is the little town of *Stathelle*. A steam of ¾ hr. on the Friersfjord brings us to *Porsgrund* (p. 33), whence we ascend the *Skiens-Elv* in ¾ hr. more to *Skien* (p. 33).

The steamer, unprotected by islands, next passes the *Nevlunghavn*, and then enters the pretty approach, past the *Svennørfyr* and

the *Fredriksværn-Fyr*, to *Fredriksværn*, with 1300 inhab., formerly a small fortress. The Møllerbjerg affords a fine sea-view. We now steer to the N. through the *Laurviks-Fjord* to —

7 S. M. (from Kragerø) **Laurvik** (p. 32).

Farther on, the steamer passes the mouth of the *Laagen* to the E. and rounds the furrowed *Hummersberg*. It then crosses the mouth of the *Sandefjord*, at the N. end of which lies the little town of that name (p. 32), with sulphur and sea baths (reached from Christiania by train or by steamboat), skirts the *Tønsbergs Tønde* near *Tønsberg* (p. 32), and next reaches —

10 S. M. **Vallø**, with a pasteboard-manufactory, the first station in the **Christiania Fjord**. This picturesque fjord, at first 7-8 Engl. M. broad, and extending N. for about 45 M., is enclosed by rocky banks of moderate height, wooded with birches and pines, and enlivened with numerous villages, at which none of the larger steamers touch. We next stop at —

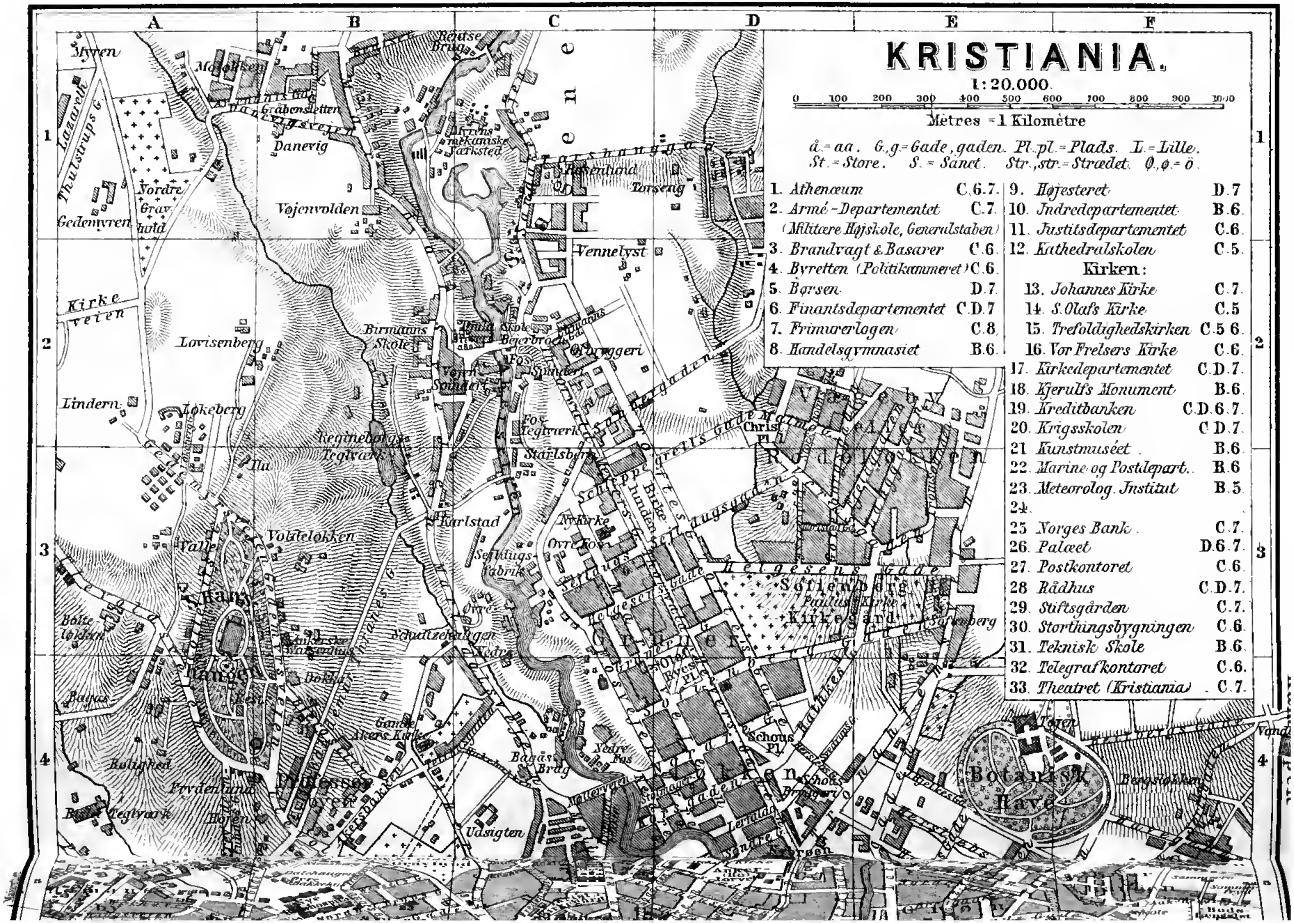
8 S. M. **Horten** (*Victoria Hotel; Sørbye's Hotel*, well spoken of), a town with 6800 inhab., near which is *Karl-Johansværn*, the principal Norwegian government dockyard, with its quays and a brick church. Railway to Holmestrand, see p. 32.

On the E. shore of the fjord, opposite Horten, and behind the island of *Hjelland*, lies (8 S. M.) **Moss** (p. 79), at which several of the larger steamers touch.

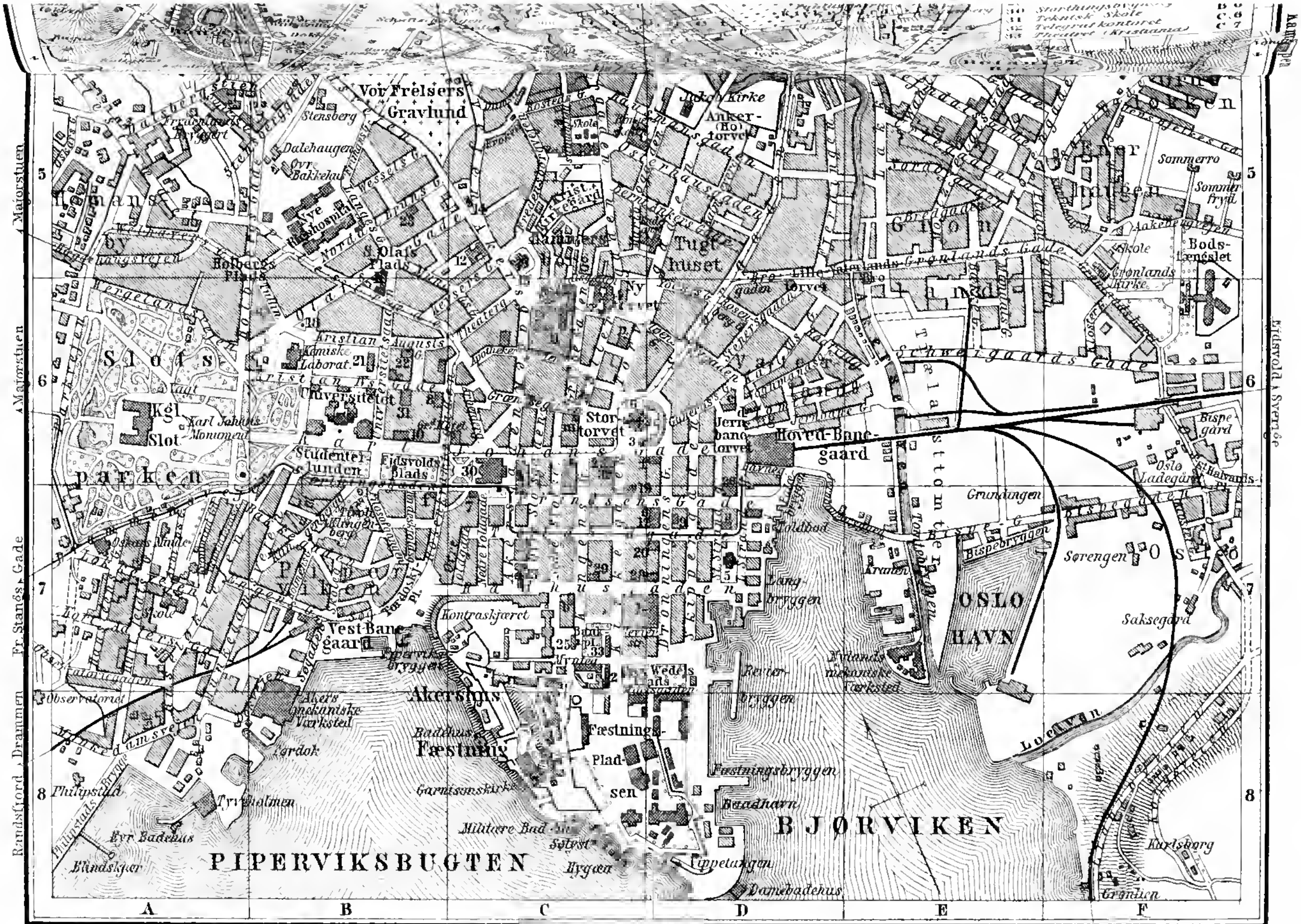
The fjord now expands to a breadth of about 12 Engl. M. On the left opens the Drammens-Fjord (p. 21). We next enter a strait narrowing to $^1/_2$ M., and about 9 M. long, which connects the outer with the inner Christiania Fjord. On the right lies the next station —

8 S. M. (from Moss) **Drøbak** (Brit. consular agent, *Mr. K. G. H. Lehmann*), a pleasant watering-place, with 2200 inhab. and numerous villas. We pass the fortified islet of *Kaholmen (Oscarsborg)* and the bleak *Haa-Ø*, beyond which the inner fjord expands. To the N.W. now appear the porphyry ranges of the *Kolsaas* (1210 ft.), the *Skougumsaas* (1140 ft.), and, farther to the W., the *Vardekolle* (p. 21). Just before reaching the *Næsodtangen*, on the E. side of the fjord, we come in sight of Christiania, with the conspicuous palace on the hillside, the fortress of Akershus in the foreground, and the Tryvandshøide (with Frognersæter, p. 19) rising in the distance: a beautiful picture.

The vessel steers past several islands: on the left the *Lindø* and the *Hovedø* (with interesting strata of greenstone); on the right the *Græsholm* and the *Blekø*, beyond which we obtain a fine glimpse of the Bundefjord, with its numerous country-houses. We land at the *Bjørvik*, the harbour of (4 S. M.) Christiania.



KRISTIANIA.
1:20.000.
0 100 200 300 400 500 600 700 800 900 1000
Mètres = 1 Kilomètre
å = aa. G, g = Gade, gaden. Pl, pl. = Plads. L = Lille. St. = Store. S. = Sanct. Str., str. = Strædet. Ø, ø = ö.
1. Athenæum C.6.7.
2. Armé-Departementet C.7.
(Militære Højskole, Generalstaben)
3. Brandvagt & Basarer C.6.
4. Byretten (Politikammeret) C.6.
5. Børsen D.7.
6. Finantsdepartementet C.D.7.
7. Frimurerlogen C.8.
8. Handelsgymnasiet B.6.
9. Højesteret D.7.
10. Indredepartementet B.6.
11. Justitsdepartementet C.6.
12. Kathedralskolen C.5.
Kirken:
13. Johannes Kirke C.7.
14. S. Olafs Kirke C.5.
15. Trefoldighedskirken C.5.6.
16. Vor Frelsers Kirke C.6.
17. Kirkedepartementet C.D.7.
18. Kjerulfs Monument B.6.
19. Kreditbanken C.D.6.7.
20. Krigsskolen C.D.7.
21. Kunstmuséet B.6.
22. Marine og Postdepart. B.6.
23. Meteorolog. Institut B.5.
24.
25. Norges Bank C.7.
26. Palæet D.6.7.
27. Postkontoret C.6.
28. Rådhus C.D.7.
29. Stiftsgården C.7.
30. Storthingsbygningen C.6.
31. Teknisk Skole B.6.
32. Telegrafkontoret C.6.
33. Theatret (Kristiania) C.7.
A
B
C
D
E
F
1
2
3
4
Myren
Lazarettet
Thulstrups G.
Nordre Grav-lund
Gedemyren
Kirke-veien
Lovisenberg
Lindern
Løkeberg
Ila
Danevig
Vøjenvolden
Birmanns Skole
Regineborgs Teglværk
Voldeløkken
Valle
Bolte-løkken
Bagas
Rolighed
Frydenlund
Høien
Udsigten
Gamle Akers Kirke
Karlstad
Schultzehaugen
Seildugs-fabrik
Vennelyst
Torseng
Fos Teglværk
Nykirke
Øvre Fos
Nedre Fos
Bagas Brug
Schous Pl.
Christ. Pl.
Helgesens Gade
Søfienberg
Paulus Kirke
Kirkegård
Botanisk Have
Tøyen
Bergsløkken
Møllerveien



Geograph. Anstalt von Wagner & Debes, Leipzig

2. Christiania and Environs.

Arrival. The large STEAMERS land their passengers at the Toldbod-Brygge or at the Jernbane-Brygge, near the Custom House (Pl. D, 7), both in the *Bjørvik*, or E. harbour. The custom-house examination takes place on board the steamer. Porterage from the steamer to the hotels: 30 ø. for 65 lbs. or under, 40 ø. for 65-150 lbs. (only porters with badges should be employed). Cabs (see below) are generally scarce; but a boy (20-30 ø.) may be sent to fetch one from the Jernbane-Torv, near the harbour. — Travellers by RAILWAY from Sweden, from Fredrikshald, or from Trondhjem, arrive at the *Øst-* or *Hoved-Banegaard* (Pl. D, E, 6), where luggage from Sweden is slightly examined; travellers from Telemarken arrive at the *Vest-Banegaard* (Pl. B, 7). Porterage and cabs thence to the hotels, as above. Omnibuses of the larger hotels, 50-75 ø.

Hotels. *VICTORIA (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house, R. 2½-5 kr., L. 50, A. 50 ø., B. 1, table d'hôte 3, cold supper 2, warm 3 kr.; *GRAND HÔTEL (Pl. B, C, 6), at the corner of the Carl-Johans-Gade and the Rosenkrants-Gade, well situated at the E. end of the Eidsvolds-Plads, R., L., & A. from 2, B. 1, D. 3 kr., with good restaurant (two dishes *à la carte*, from 1 to 5 o'clock, 1 kr.); *HÔT. MÉTROPOLE (Pl. i; C, 6), Carl-Johans-Gade, at the corner of Kongens-Gade, new; *SKANDINAVIE (Pl. f: C, D, 6), at the corner of the Carl-Johans-Gade and the Dronningens-Gade, central, R. 2-4, L. ½, A. ½, B. 1-1½, D. 3, S. 1½ kr. — BRITANNIA (Pl. a; D, 7), at the corner of the Toldbod-Gade and the Store Strand-Gade, the nearest hotel to the quay, well spoken of, R., L., & A. 1½-3 kr., B. 80 ø.; HÔT. DU BOULEVARD (Pl. f; B, 7), Storthings-Gade 8. — ANGLETERRE (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade, R., L., & A. 1½, B. 1 kr.; KONG OSCAR, Skole-Gade, opposite the Vest-Banegaard; HÔTEL CONTINENTAL, St. Olafs-Gade, to the N.E. of St. Olafs-Plads (Pl. B, 6), R., L., & A. 1½-2, B. ¾-1, D. 3, S. 1 kr., with restaurant, well spoken of. — **Hôtels Garnis.** *Sidsel Aanrud*, Carl-Johans-Gade 33, entrance in Akers-Gade; *G. Leganger*, Carl-Johans-Gade 20; *Søstrene Waalen*, Carl-Johans-Gade 12; *Frøken Anne Kure*, corner of Carl-Johans-Gade and Kirke-Gade, well spoken of; *Fru D. Brorsen*, Storthings-Gade 10, adjoining Gravesen's Restaurant; *Central Privat Hotel*, Storthings-Plads 7; *Søstrene Scheen*, Prindsens-Gade 26, to the S. of the Storthing Building, R., L., & A. 1½-2, B. 1, D. 1.80, pens. 5½ kr., well spoken of; *Fru Hansen*, Tordenskjold-Gade 6, R. 1½-4 kr., B. 80 ø., D. 1½ kr.; *Hanna Jahre*, Rosenkrants-Gade 15.

Restaurants (besides the hotels). **Christoffersen's Efterfølger*, corner of Bank-Plads and Kirke-Gade, first floor; **Gravesen*, Storthings-Gade 8, in the park of *St. Hanshaugen* (see p. 16); *Tivoli*, see p. 11. — **Cafés.** In the **Grand Hôtel*, see above; etc. Norwegian beer on draught at all the cafés. — **Confectioners.** **Baumann*, Øvre Slots-Gade 10; *Günther*, Carl-Johans-Gade, corner of Akers-Gade.

Cabs. The fares subjoined are for one-horse cabs in the Inner Town, to which nearly the whole of the area of our Plan belongs. The driver is called '*Vognmand*'.

Per drive for one person	— 40 ø.
For each additional person	— 20
Per hour within town and environs	1 kr. 50 -
For each additional person	— 25 -

At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year): one pers. 80 ø., 2 pers. 1 kr., 3 pers. 1 kr. 30, 4 pers. 1 kr. 50 ø. Luggage up to 56 lbs. free. In driving to railway-stations, steamboat-piers, theatres, etc., the fare is payable before arrival.

Carriages may also be ordered at the hotels. — The SKYDS-STATION (p. xix) is at Pilestrædet 12.

Tramway (*Sporvogn* or *Tramway*; comp. Plan). From the STOR-TORV (Pl. C, 6) or market-place, adjoining Vor Frelsers Kirke, to the *Vest-Banegaard*

(W.), *Homansby* (N.W.), *Grünerløkken* (N.E.), and *Oslo* (S.E.), every 5 or 10 min. from 8 a.m. to 10 p.m. on week-days, and from noon to 10 p.m. on Sundays. Fare for each of these trips 15 ø. — As there are no conductors, each passenger drops his fare into a box placed near the driver. The coins fall on a slide and are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change at the opening marked 'Vexling', but have no access to the money-box.

Electric Tramway from the *Jernbane-Torv* (Pl. D, 6) through the Lille Strand-Gade, Toldbod-Gade (Pl. D, C, 7), and Storthings-Gade, and past the Studenterlunden (Pl. B, 6, 7). In the *Drammensvei* (Pl. A, 7) the line forks, the right branch running behind the Castle Park through Homansby (p. 15) to *Majorstuen* (p. 19), while the left follows the Drammensvei to Skarpsno (p. 17). Car every 8-10 min. (fare 10 ø.).

Boats in the *Baadhavn* (Pl. D, 8), for rowing or sailing, with man, about 1½ kr. per hour (no fixed tariff). Often difficult to find a boatman (*Baadmand*, *Færgemand*).

Post and Telegraph Offices (Pl. 27, 32; C, 2), corner of Kirke-Gade and Carl-Johans-Gade (Pl. C, 6). *Post Office* open from 8 a.m. to 7.30 p.m.; Sundays 8-10 a.m. and 5-8 p.m. *Telegraph Office* daily from 7 a.m. to 9 p.m.; also at night for foreign telegrams. — *Telephone Stations* ('Talestationer') in various parts of the town (fee 10 ø.).

Banks (open 10-2). *Den Norske Credit-Bank*, corner of Kirke-Gade and Prindsens-Gade; *Christiania Bank & Credit-Kasse*, Torvet, W. side; *Norges Bank*, Bank-Plads; *Th. Joh. Heftye & Son*, Toldbod-Gade 20; *N. A. Andresen & Co.*, Kirke-Gade 6; *P. Henschien & Co.*, Carl-Johans-Gade 7. Circular notes may be changed at any of these.

Consulates. British consul-general, *Th. Michell, Esq., C. B.*, Carl-Johans-Gade 33. American consul, *Mr. G. Gade*, Torvet 2; vice-consul, *Mr. L. Bronn.*

Shops. [Purchases should not be made in the presence or by the advice of guides or couriers, as their commission is apt to be added to the price.] Booksellers: *Cammermeyer's Boghandel*, Carl-Johans-Gade 41, 43; *J. W. Cappelen*, Kirke-Gade 15; *Dybwad*, opposite the Post Office; *Grimsgaard & Malling*, Carl-Johans-Gade 33. — Music Seller: *Karl Warmuth*, Kirke-Gade 17 (Scandinavian music and musical instruments). — Jewellers (noted for filigree-work and enamel): *T. Prytz*, successor of *J. Tostrup*, Carl-Johans-Gade 25, opposite the Storthing; *Thune*, Carl-Johans-Gade, S. side, near the Øvre Slots-Gade; *Andersen*, corner of Kirke-Gade and Prindsens-Gade; *E. Nielsen*, Carl-Johans-Gade 17; *Lie*, Prindsens-Gade 15; *Th. Larsen*, Kirke-Gade 19. — Furrier: *E. Larsen*, Kongens-Gade 22. — Art-dealers: *Blomkvist*, Carl-Johans-Gade 35 (pictures by Norwegian artists); *Abel*, Storthings-Gade 2 (also photographs and engravings). — Travelling Requisites: *W. Schmidt*, agent of the Turist-Forening (p. xxii), Carl-Johans-Gade 41; *Støren*, corner of Grændse-Gade and Akers-Gade. — Stationery, Photographs, etc.: *Olsen*, Carl-Johans-Gade, near the Hôtel Skandinavic; *Andvord*, Carl-Johans-Gade, opposite the post-office. — Preserved Meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Hôtel Skandinavie; *Bergwitz*, Øvre Slots-Gade, at the corner of the Carl-Johans-Gade; *Chr. Magnus*, Carl-Johans-Gade 33, next door to the Grand Hôtel. — Cigars: *Jebe*, *Fredrik Petersen*, Carl-Johans-Gade.

Tourist Offices. *T. Bennett*, Store Strand-Gade 17; *F. Beyer*, Carl-Johans-Gade 35, next door to the Grand Hotel (large stock of photographs, woodcarvings, furs, etc.); *Thos. Cook & Son*, Jernbane-Torv 2. — Comp. Introd., p. xvii.

Steamers to *London* every Thursday; to *Hull* on Fridays; to *Grangemouth (Glasgow)* from Tønsberg on alternate Fridays; to *Newcastle* on Wednesdays; to *New York* once a fortnight; to *Gotenburg* five times and to *Copenhagen* thrice weekly direct, and once touching at Frederikshavn; to *Christiansand* daily; to *Bergen* seven times weekly; to *Trondhjem* four times weekly; to *Hamburg*, *Amsterdam*, *Antwerp*, etc. All these vessels start from the Toldbod-Brygge, the Fæstnings Brygge, or the Jernbane-Brygge (Pl. D, E, 7). — Small steamers ply from the Jernbane-Brygge to

Moss, *Horten*, *Fredrikshald*, etc., and from the Pipervik to *Fredriksborg* (see p. 17). Comp. 'Norges Communicationer'.

Baths. *Christiania-Bad*, at the corner of Munkedamsvejen and Ringsgangen, nearly opposite the University, with modern appliances, Turkish baths, &c. Warm salt-water baths at the *Victoria Terrace* (p. 15). — Bathing in the Fjord: *Hygæa* (20 ø.) and *Sølyst* (15-25 ø.), for swimmers. The water is purer on the W. side of the *Bygdø*, to which steamers ply hourly from the Piperviks-Brygge (Pl. B, 7) in ½ hr. (bathing-ticket, obtained in the restaurant at the wharf, 15-25 ø.). The water of the fjord is only slightly salt. The rise and fall of the tide averages 1-2 ft. only.

Theatre. *Christiania-Theatret* (Pl. 33; C, 7), at the S. end of the Kirke-Gade, usually closed in summer; *Carl Johans Theatret*, in the Tivoli, 8-10.30 p.m. (1-2 kr.). — At the Tivoli (Pl. B, 7), Eidsvolds-Plads, nearly opposite the University, concerts and *Variety Theatre* daily (adm. 50 ø., and various extra-payments). — **Diorama**, Carl-Johans-Gade 41: Norwegian landscapes, etc.; daily 10 (Sun. 12) to 7; adm. 50 ø. — **Military Band** in Studenterlunden (p. 12).

English Church (*St. Edmund's*), in the Møller-Gade. Service at 11 a.m. Chaplain, *Rev. G. E. Moorey*, *M. A.*

Chief Attractions. Walk or drive from the Øst-Banegaard across the Jernbane-Torv and through the Carl-Johans-Gade. Walk on the ramparts of Akershus in the early morning (p. 16). The *Vikings' Ships* (p. 13). *Museum of Art* (p. 13). The *Palace* (p. 15). View from *St. Hanshaugen* (p. 16). Excursions to *Oscarshall* (p. 17); to *Frognersæter* and the *Holmenkollen* (p. 19); excursion on the Fjord by the steamer 'Nordstrand' (p. 19).

Christiania, the capital of Norway, is beautifully situated at the foot of pine-clad hills, at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv* (in 59° 54′ N. lat. and 10° 50′ E. long.). The mediæval town of *Oslo* lay on the E. bank of the river. It was founded by Harald Haardraada about 1050, and was afterwards a station of the Hanseatic League. In the cathedral of St. Halvard several Norwegian kings were interred, and James I. of England married Anne of Denmark in 1589. In 1547 Oslo was burned down by its inhabitants to prevent its falling into the hands of Swedish besiegers, and it was again destroyed by fire in 1624. The same year Christian IV. of Denmark laid the foundation of the modern town, to the N. of the old fortress of *Akershus*, and named it after himself. In 1686, 1708, and 1858 Christiania suffered severely from conflagrations. The population (almost entirely Protestant) in 1855 was 32,000; in 1875 it was 95,836; in 1885 it was 130,000; in 1894 it had reached 160,000.

Christiania is the seat of the Norwegian government, of the supreme law-courts, of the Storthing or parliament, of a University, and of a bishop. Its trade is considerable. The chief exports are timber, herrings, matches, oats, beer, and ice, and the imports rye, colonial products, woollen goods, cotton, coal, meat, machinery, etc., the former being valued at over 25, and the latter at 75 million kroner. The town also owns about 400 sailing-vessels and 80 steamers. Near it are several considerable engine-works, breweries, cotton-mills, and paper-factories.

The principal street is the *Carl-Johans-Gade*, extending from the *Hoved-Banegaard* (principal railway-station, Pl. D, E, 6), at

the E. end, to the *Slot* or palace at the W. end, a distance of 3/4 M. Following this street from the station, we soon reach, on the right, the *Stor Torv* (Pl. C, 6; 'great market'), usually known as *Torvet* ('the market'), adorned with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the Torv rises —

Vor Frelsers Kirke (Pl. 16), or *Church of Our Saviour*, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece is by *E. Steinle* of Düsseldorf, and the marble font by *Fladager*. — In the *Torv-Gade*, to the N. of the Torv, is the *Dampkjøkke* ('steam kitchen'; Pl. D, C, 6), founded in 1858, where about 2000 persons are daily provided with dinners for 27-45 ø. each, either carrying them home or dining at large marble tables in the building. The Torv-Gade leads past *Ankerløkkens Gravlund* to the *Akers-Elv*, which forms several falls higher up and drives several large factories. — Farther up the Carl-Johans-Gade, on the left, rises the —

Stōrthings-Bygning (Pl. 30; C, 6), or hall of the Norwegian Parliament, designed by *Langlet*, and completed in 1866. The chief façade, flanked with two lions in granite by *Borch*, looks towards the *Eidsvolds-Plads*, a handsome square planted with trees. The interior is shown by the 'Vagtmester' or custodian (to be found at the entrance from the Storthings-Gade, on the S. side; fee 1/2-1 kr.). The *Storthings-Sal*, seated for 114 deputies, contains a large painting by Oscar Wergeland, representing the first discussion of the Norwegian constitution (p. lxxiv); the smaller *Lagthings-Sal* has seats for 40 members. — In the Akers-Gade, to the S. of the Storthing Building, is a monument to the poet *J. H. Vessel* (d. 1785). Opposite is the new *Masonic Lodge*, by H. Nissen. — In the Eidsvolds-Plads is a statue of the poet *Henrik Wergeland* (d. 1845), by Bergslien. — On the W. this Plads is adjoined by another, called *Studenterlunden* (Pl. B, 6), in front of the University, where a military band often plays between 1 and 2 p.m. or in the evening. A new *Theatre* is being built here, by H. Bull.

The **University** (Pl. B, 6), founded by Frederick VI. of Denmark in 1811, has five faculties with 55 professors, who lecture gratis to about 1200 students. The present edifice, consisting of a large central building with two wings, was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin.

The central building, in front of which a statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middelthun, was erected in 1883, contains lecture-rooms, the *Zoological Museum* (Sun., Mon., Frid., 12-2), the *Botanical Museum* (Mon., 12-2), the *Zootomical Museum*, the *Mineralogical Cabinet* (Frid., 12-1), the *Ethnographical Museum*, the *Physical Cabinet*, and the *Medical Collections*. Handsome staircase.

The **Ethnographical Museum** (reached by a staircase in the N.W. corner; Mon. and Frid. 1-2, Sun. 12-2) contains Scandinavian costumes, furniture, and implements, and in a second room a Laplander's tent, with reindeer

and pulk. A staircase ascends to some small rooms containing curiosities from other parts of the world.

The E. wing, known as the *Domus Academica*, contains the Festsal or Aula, a *Collection of Northern Antiquities*, and a *Cabinet of Coins* (Mon. & Frid., 1-2; 45,000 specimens; ascend staircase and turn to the left).

The ***Collection of Northern Antiquities** (Sun., Mon., and Frid., 12-2) is arranged in seven rooms. In the *Vestibule* are several finely carved doors from destroyed 'Stavekirker' (pp. 27, 18). — *Room I* (farthest to the right): relics of the flint and bronze ages. *Rooms II-IV:* relics of the iron period. *Room V* contains mediæval curiosities (A.D. 1000-1500), the chief having their names and dates attached. Among them are three fine doors from Norwegian Stavekirker, of the 12-13th centuries. *Room VI:* interesting door-posts and portals of the same period. *Room VII:* curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools.

In the W. wing is the *Library*, consisting of 250,000 vols. (open to the public on the first five days of the week, 12-2; reading-room 11-3; closed in July and Aug.). Entrance in the Frederiks-Gade.

In the court at the back of the central building of the University are wooden sheds containing two **Vikings' Ships* (Sun., Mon., Frid., 12-2; at other times shown by the 'Vagtmester', who lives on the ground-floor of the central building; fee 10-25 ø.).

As the ancient Germanic kings were buried with their war-steeds, so the Viking chiefs were laid to rest with their arms and their treasures in their ships. One of the two shown here was found at Thune in the Amt of Smaalene in 1867, and the other at Gogstad, near Sandefjord (p. 34), in 1880; and both owe their preservation from decay to the blue clay in which they were imbedded. The ship from Gogstad, in the newer shed, is the better preserved. Its total length from stem to stern is 103 ft., length of keel 66 ft., breadth 16 ft. To the mast in the centre a large square-sail was attached by means of a pulley. In the third plank from the top are sixteen rowlocks. The rudder was placed on the right side (whence 'starboard', originally the steering side). By the mast was placed the wooden tomb-chamber, which was found empty, having probably been pillaged at an early period. — The other ship (shown by the Vagtmester for a fee) is in fragments. The older shed in which these lie also contains several old church-paintings from the Hallingdal.

To the N. of the University is the ***Museum of Art** (*Kunstmuséet;* Pl. 21, B 6), built in the Italian Renaissance style by *Adolf Schirmer*, and presented to the town by the Christiania Savings Bank. Wings uncompleted. Admission on Sun., Tues., Wed., Thurs., and Frid., 12-2; at other times on application to the 'Vagtmester' (fee $^1/_2$-1 kr.).

The Ground Floor contains the SCULPTURE GALLERY (historical and critical catalogue by *Prof. Dietrichson*, 50 ø.).

The Vestibule and three Rooms contain the *Casts of Ancient Sculptures*, and the Staircase and Hall the *Casts of Renaissance and Modern Sculptures*. — The other rooms contain *Original Works by Norwegian Masters*, the finest of which are: 328, 329. *Fladager*, Angel with font (model and sketch); *Borch*, 330. Jephthah's Daughter, 331. The first lesson, 331a. The Shulamite Maiden, 331b. David; 333. *Skeibrok*, Ragnar Lodbrok among the serpents; *Skeibrok*, The mother watching; *Lexow Hansen*, The Vala (bronze); *Stephan Sinding*, Mother bearing her fallen son from the battle, Captive mother.

A double staircase ascends to the Upper Floor, which contains

the NATIONAL GALLERY, a collection of about 300 ancient and modern paintings founded in 1837 and belonging to government. Historical and critical catalogue by *Prof. Dietrichson*, 1 kr.

A. *Scandinavian Painters. The collection is annually extended and is frequently re-arranged. We mention the most important works in the alphabetical order of their painters' names, which are attached to the frames. The Danish and Swedish masters, whose works are mainly in the EAST ROOM, are poorly represented both in quantity and quality. Among the Norwegian pictures exhibited in the SOUTH and WEST ROOMS may be mentioned the following: —

F. N. Arbo (1831-92), *278. The Walkyries; 279. Asgaardsreien ('The Wild Hunt'). — 281. *A. Askevold* (b. 1834), Summer's day on a mountain lake. — 241. *Baade* (1808-79), Moonlight on the Norwegian coast. — *Harriet Bakker*, 'Chez moi'. — 272. *K. Bergslien* (b. 1827), Portrait of his father. — 276. *E. Bodom* (1829-1879), Scene in Nordmarken. — 250. *F. Bøe* (1820-91), Breakfast. — *Jac. Bratland*, Sunday. — *H. A. Capellen* (1827-52), *267. Forest scene in Telemarken; no number, Waterfall in Telemarken. — *J. C. C. Dahl* (178-81857), 230. Laurvik; 231. Waterfall; no number, The Dyrehave at Copenhagen. — *Sigw. Dahl*, Portrait of his father, Prof. J. C. C. Dahl. — *J. F. Eckersberg* (1822-70), 253. Valle in the Sætersdal; 254. Mountain-scenery. — *Th. Fearnley* (1802-42), 235. The Labrofos; 236. Grindelwald Glacier. — 331. *Grimelund*, Mexico Dock at Antwerp. — *H. F. Gude* (b. 1826), 258. Norwegian landscape; 259. Mountain-view; *261. Christiania Fjord; 262. Before the rain; 263. Scene in North Wales. — *Nils Gude*, Portrait of his father, the artist H. F. Gude. — 285. *Karl Hansen* (b. 1841), In captivity. — *Heyerdahl*, 300 D. Holmestrand; 300 F. Family party; no number, Portrait of himself. — *Kolstö*, Salmon-fisher looking after his nets. — *Chr. Krogh*, 333. The struggle for existence; no number, On the Norway coast; no number, Old lady. — *Morten Müller* (b. 1828), 273. Scene on the Christiania Fjord; 274. Hardanger Fjord. — *Gerh. Munthe* (b. 1849), 306. A summer's day; no number, Scene on the Sandviks-Elv near Christiania. — *Ludwig Munthe* (b. 1841), *287. Coast-scene in winter; no number, Autumn evening. — 299. *Am. Nielsen*, On the Hardanger Fjord. — *Eilif Peterssen* (b. 1852), 289. Portrait of a lady; 289 A. Siesta; 289 B. Old woman; no number, Portrait of the Norwegian composer, Ed. Grieg. — 308. *O. Sinding* (b. 1842), Scene in the Lofoden Islands. — 304. *Skredsvig* (b. 1854), Genre-scene from Northern France. — 283. *Stoltenberg-Lerche* (1837-93), Payment of the tithes at the convent. — *Adolf Tidemand* (1814-76), *246. A solitary couple (family worship in a cottage); *247. Meeting of the Haugianer (a religious sect); 248. The dying man; no number, Worship in a Norwegian country church. — 303. *Ucherman*, Flemish team. — *Wentzel*, 332. Old couple; no number, Dancing peasants in the Sætersdal. — *E. Werenskiold* (b. 1855), 302. Girl from Telemarken; *302 A. Funeral of a peasant; 302 B. Portrait of the novelist Bjørnson; no number, Portrait of the mathematician O. J. Broch on his death-bed.

B. **Foreign Masters.** NORTH ROOMS (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: *1. Fine old copy of *Leonardo da Vinci's* Mona Lisa; 12. *B. Strozzi*, The tribute-money; 13. *Salvator Rosa*, Landscape. — German Masters: 134, 135. *Barth. Beham*, Portraits of 'Hans Lissalsz' and 'Magdalena Pittrichin'; 141. *J. J. Hartmann*, John the Baptist in the wilderness; *145. *Seibold*, Portrait of a man; 155, 157. *Anton Graff*, Portraits; 173. *O. Wagner*, Ponte Rotto; 175. *K. Sohn*, Tasso and the two Leonoras; 176. *C. F. Lessing*, Scene on the Rhine; *177. *R. Jordan*, Family worship; 178. *E. Geselschap*, Christmas morning; 179. *K. Hübner*, Emigrants paying a farewell visit to the graves of their relatives; 180. *A. Achenbach*, Beach at Scheveningen; 182. *A. W. Leu*, Waterfall in Norway; 183. *O. Achenbach*, Italian landscape; 184. *A. Seel*, Cloisters. — French Masters: 317. *Th. Couture*, Study; *Claude Monet*, Showery weather at Etretat; *Raffaelli*, Sunny street; *Dannat*, Girl rolling a cigarette.

The second North Room contains the works of the Flemish and Dutch Schools: *22. *Pieter Claeissens*, Portrait of himself; 24. *Francken the El-*

der, The works of charity; 26. *Abr. Bloemaert*, St. Jerome; 28. *Pourbus the Younger*, Portrait; 30. *R. Savery*, Landscape with accessories; 32. *Al. Adriaenssen*, Still-life; 34. *Jac. Jordaens*, Allegorical representations of the blessings of the Peace of Westphalia; 35. *L. van Uden*, Drunken peasant; *38. *Jan Fyt*, Fight between dogs and wolves; 50, 51. *P. v. Bloemen*, Cavalry skirmish, Cattle driven off by armed horsemen; 56. *J. Horemans*, Peasant meal; *59. *Hellemans*, Forest-scene, with sheep by *J. Verboeckhoven*; 63. *Mierevelt*, Portrait; 67. *B. van der Ast*, Fruit; *71. *Corn. v. Keulen (Ravesteyn?)*, Portrait of a woman; 72. *E. van de Velde*, Landscape; 73. *J. v. Goyen*, Sea-piece; *81. *Jan Davidsz de Heem*, Oysters and Rhine-wine; 84. *School of G. Dow*, Schoolmaster; 86. *B. van der Helst* (?), Man with a glass of wine; 94. *G. Lunders*, Family portraits; *104. *M. d'Hondecoeter*, Dog, cat, and game: 80. Old copy of *Rembrandt*, Descent from the Cross.

A glass-door in the West Room leads to the staircase, by which we ascend to the *Collection of Drawings and Engravings* (5000 in number; founded in 1877).

Farther to the N., at the corner of the Universitets-Gade and Pilestrædet, is the building of the *Kunstforening*, or *Art Union* (Pl. K, B, 5, 6; adm. daily, except Sat. and Sun., 12-2.30; 20 ø.), adorned with medallion portraits of celebrated artists by *Jacobsen*. On the ground-floor is the **Art Industrial Museum** (daily, except Sat., 12-2, free), founded in 1877, containing interesting specimens of Norwegian embroidery, trinkets, etc., mediæval reliquaries resembling the old timber churches, Chinese porcelain, lacquer-work, etc.

On a height at the W. end of the town, in the beautiful *Slotspark*, stands the **Palace** (*Slot*; Pl. A, 6), a plain edifice with a classical portico, erected in 1825-48. The interior is shown by the 'Vagtmester', who lives on the sunk floor of the S. wing (daily, 2-4; fee $^1/_2$ kr. for each member of a party). The staircase is embellished with two reliefs in marble: on the right, Charles XIV. John laying the foundation-stone of the palace, by *Stephan Sinding*; on the left, Oscar II. unveiling the statue of Charles John, by *M. Skeibrok*. The Festsal is borne by Corinthian columns; Dining Room in the Pompeian style; the walls of the Throne Room, the Coursal, and the Audience Chamber are hung with landscapes by *Flinto*. The private apartments contain paintings and sculptures by Norwegian artists (among them *Tidemand's* Village Catechising, and *O. Sinding's* Battle of Svolder), mostly presented to the king and queen on their silver-wedding in 1882. Fine *View from the roof.

In front of the palace rises an **Equestrian Statue of Charles XIV. John** (Bernadotte), by *Brynjulf Bergslien*, inscribed with the king's motto 'The people's love is my reward'.

The extensive modern quarter (Pl. A, 5) to the W. of the palace, named *Homansby* after its founder, consists of villas and gardens. To the S.E., above the Ruseløkvei, is the *Victoria Terrace* (Pl. A, 7), conspicuous from the sea. Below are two rows of shops, one over the other, and above them are three large turreted dwelling-houses.

From the Storthings-Building the Akers-Gade leads to the S. to the **Johannes Kirke** (Pl. 13; C, 7), a brick edifice by *Bull*, com-

pleted in 1878. Altar-piece by *E. Petersen;* eight columns of granite; marble font, etc. ('Kirketjener' or sacristan, Akers-Gade 1.)

The Raadhus-Gade and Kongens-Gade lead hence to the Fæstnings-Plads and to the **Fortress of Akershus** (Pl. C, 8; open to the public), the ramparts of which afford a charming view of the fjord by morning light. Akershus was unsuccessfully besieged by Duke Erik of Sweden in 1310, by Christian II. of Denmark in 1531-32, and by the Swedes again in 1567 and in 1716 (under Charles XII.). It is now used as an arsenal and a prison. The garrison-church is within its precincts. Leave to visit the Artillery Museum is obtained at the office of the 'Feldtøimester', in the Fæstnings-Plads.

In the fjord, about 1/2 M. to the S., is the **Hovedø**, with the remains of a Cistercian abbey, founded by English monks in 1147 and destroyed in 1532. Permission to visit it is obtained at the office of the 'Feldtøimester' (see above). Rowing-boat from the Pipervik or from Grev Wedels-Plads, according to tariff, there and back, with stay of 1/2 hr., 1 pers. 90, 2 pers. 1 kr. 35, 3 pers. 1 kr. 80, 4 pers. 2 kr. 70 ø.

The **Trefoldigheds-Kirke** (Pl. 15; C, 5, 6), or *Trinity Church*, in the Akers-Gade, a Gothic edifice with a dome, partly designed by *Châteauneuf* of Hamburg, was erected in 1853-58. The interior, a handsome octagon, contains an altar-piece by *Tidemand* and a font with an angel by *Middelthun*.

By the Roman Catholic *St. Olafs-Kirke* (Pl. 14; C, 5), erected in 1853, the Akers-Gade divides into the *Akersvei*, to the right, and the *Ulevoldsvei*, to the left, the latter leading direct in 12 min., the former past the Gamle Akerskirke in 15 min. to St. Hanshaugen.

Between these two roads lies **Vor Frelsers Gravlund** (Pl. B, 5), a well-kept cemetery, which we may now visit. It may be entered by the lower gate and left by the upper. — In the Akersvei, a little to the N. of the cemetery, rises the **Gamle Akers Kirke** (Pl. B, 4), one of the oldest churches in Norway, mentioned before 1150, perhaps founded by King Olaf Kyrre, and restored by *Schirmer* and *Hanno* in 1861. The church is a basilica in the Anglo-Norman Romanesque style, with aisles. A curious arrangement in the interior is the separation of the space in the centre of the church from the nave, transepts, and choir by means of walls with portal-like openings. The 'Kirketjener' lives in the small house opposite the church, on the N.W. side.

***St. Hanshaugen**, or 'St. John's Hill' (Pl. A, 3, 4; 280 ft.), is laid out as a public promenade. On the top is a reservoir of the city waterworks, the tower of which commands an excellent survey of the town, the fjord with its islands, the Ekeberg to the left, Oscarshall to the right, and the Frognersæter on the hill to the N.W. The attendant, for whom the visitor rings, names the chief points and offers photographs for sale (fee forbidden). Below the water-basin is a seated figure of *P. C. Asbjørnsen* (Pl. A), the reciter of fairy-tales, by B. Bergslien. Near the lower entrance is a good *Restaurant*, in a tasteful wooden building in the Norwegian style,

erected by H. Munthe in 1893. The lower entrance to the grounds is within the city radius of cab-fares (p. 9).

Another very fine view, especially of the harbour, is obtained from **Kampen,** a second reservoir of the waterworks, a little to the E. of the *Botanic Garden* (Pl. E, F, 4), and marked by a flagstaff. The Botanic Garden is also within the city radius (p. 9).

Environs of Christiania.

*OSCARSHALL: 2½-3 hrs., including stay. We either follow the road (Drammensveien; electric railway, see p. 10) to the ferry of *Skarpsno* and cross to the château by electric launch (through-fare 15 ø.), or we may take the small steamboat plying from the Pipervik (Pl. B, 7), hourly from 7 to 10 a.m. and from 1.30 to 10 p.m., to various points on the Bygdø, the chief of which (as far as tourists are concerned) are *Fredriksborg* and *Oscarshall* on the E. side, and *Bygdø Søbad* on the W. side. — The railway station of Bygdø (p. 20) is 1 M. to the N. of Oscarshall. — Cab with one horse, 2.40, 3.20, 3.60, or 4 kr. (there and back, 5, 6, 7, 7 kr.).

We leave Christiania by the *Drammensvei* (Pl. A, 7), which is bordered by villas and pleasant gardens and traversed by the new electric railway as far as the cross-street 'Fredrik-Stangs-Gade'. We follow the Drammensvei for a short distance farther and at the house No. 88 turn to the left in a lane which leads to the *Skarpsno* ferry, crossing the *Frognerkil* (in 6-8 min.; fare 7 ø.) to the wooded peninsula of *Bygdø*, on which the white château is conspicuous. From the steamboat-pier we ascend in 5 min. to the château. — Those who go by steamer to *Fredriksborg*, a summer-resort on the *Langvik*, have fully 1 M. to walk to the château. (Ask to be shown the beginning of the way from Fredriksborg; then follow the broad road, from which one road leads to the right to Oscarshall, and another to the left to the church of Gol and the other ancient buildings; see p. 18.) — *Bygdø Søbad* is about 1⅓ M. from Oscarshall. The road passes Røed's Restaurant (also called Paraplyen, as on our map) and the old Norwegian buildings.

The château of ***Oscarshall** (80 ft.) was erected in the English Gothic style by *Nebelong* for King Oscar I. in 1849-52, and adorned with paintings by eminent Norwegian artists. It deserves a visit for the sake of its pictures and the view. (Apply to the gardener, who lives at the back of the château, on the S.W. side; fee ½-1 kr.)

The DINING ROOM, on the ground-floor of the smaller separate building, is adorned with Norwegian landscapes by *J. Frich* (d. 1858), the finest being the *Ravnejuv, the Romsdalshorn, and the Norangsfjord, above which are ten famous works by *A. Tidemand* (d. 1876), representing 'Norsk Bondeliv', or Norwegian peasant life. — The DRAWING ROOM, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of Harald Haarfager, Olaf Tryggvason, St. Olaf, and Sverre, in zinc, by *Michelsen*. — A room on the 1st floor contains nine bas-reliefs from Frithjof's Saga, by *C. Borch*, and four fine landscapes by *H. Gude* (b. 1825) from the same Saga. — Several rooms on the 2nd floor contain paintings, wood-carvings, portraits, and relics.

We now ascend by a winding staircase of 28 steps to the flat roof of the château, from which 43 steps more lead us to the top of the tower, where we enjoy a charming *VIEW of Christiania, its fjord, and environs (best by evening light).

The château stands in a wooded park. About $^1/_2$ M. to the W. of it (beyond the road from Fredriksborg, mentioned above) a portal erected in the ancient Norse style forms the entrance to a clearing, where several interesting old Norwegian buildings have been re-erected. In the centre is the **Church of Gol* in the Hallingdal (p. 43), a 'Stavekirke' or timber-built church of the 12th or 13th cent. (comp. p. 27), first known to us in 1309, brought to this spot in 1884, and freely restored, partly after the model of the church of Borgund (p. 54). Around it are placed: a farm-house from Hove in Telemarken, fitted up with the original furniture; a *Stabbur*, or storehouse, from Telemarken, with carved work; a 'Røgstue' (or hut of the most primitive style, with an open fire-place and an opening in the roof for the smoke) from the Sætersdal; and a mediæval farm-house from the Gudbrandsdal (attendant 25 *ø.* for each pers.).

About $^3/_4$ M. to the N. is the *Sæterhytte*, a restaurant on the *Dronningbjerg*, the terminus of the Oscarshall steamer. Near it is a monument to *Count H. Wedel-Jarlsberg* (p. lxxiv).

THE EKEBERG: By *Tramway* from the Stor-Torv to *Oslo* (comp. Pl. C, D, E, 6, 5); or by *Steamer* from the Jernbane-Brygge (Pl. D, E, 7) to *Kongshavn* or *Ormsund* (about 12 times daily). A pleasant *Circular Drive* of about 3 hrs. (one-horse carr. 7, carr. and pair 12 kr.) may be taken by proceeding from *Oslo* along the *Kongsvei* and over the *Ekebergsheide* to the *Ljånsæter* (near the rail. stat. of Ljån, p. 79), and then back along the fjord.

The **Ekeberg** (400 ft.), a wooded hill to the S. of *Oslo*, commands beautiful views. From the tramway-terminus in the St. Halvords-Plads we follow the Oslo-Gade (Pl. F, 6, 7), which runs in a straight direction and crosses the *Lōelv* by a small viaduct. We leave the Ekebergsvei, mentioned below, to the left, and at (8 min.) the end of the Oslo-Gade, where the road to Ljån and Ljabro turns to the right towards the fjord, we follow the new road ('Kongsvei') in a straight direction, which ascends along the slope of the Ekeberg, sometimes through wood and sometimes affording fine views. We then descend past the farm of *Karlsborg* to the restaurant and sea-bathing establishment of *Kongshavn* (steamb. stat., see above), whence we may return by the Ljabro road to ($^1/_2$ hr.) the tramway. — From the Karlsborg farm a road ascends in 15-20 min. to the farm *Jomfrubraaten* (beyond it to the left a modest inn); thence it proceeds to the left, past (20 min.) the farm of *Ekeberg* (445 ft.), and descends in $^1/_4$ hr. to the Ekebergsvei. Comp. the Map, p. 20.

HOLMENKOLLEN and FROGNERSÆTER: a walk of 5-6 hrs. (if the electric tramway be used to Majorstuen) or a drive of 4-5 hrs., there and back, including stay. One-horse cab to Holmenkollen and back, including stay of $1^1/_2$ hr., 6 kr. (hardly advisable, on account of the heavy ascent); good carr. and pair, obtained at the hotels and Tourist Offices, 10-15 kr. The cheapest conveyance is the DILIGENCE (1 kr.), with open seats, which starts from Rosenkrants-Gade 9, close to the Grand Hotel, thrice daily (10, 2, and 5; returning at 2, 6, and 9).

We leave Christiania by the Hægdehaugsvei (Pl. A, 5), which is continued by the Bogstadvei. Just outside the town limits, to the

right, lies *Majorstuen's Restaurant*, the terminus of the electric tramway (p. 10). Beyond *Frøn* and *Borgen* the old road diverges to the right and ascends direct to the Frognersæter (a walk of 1½ hr.) viâ the farm of *Grimelund* and the *Svenstue*. The new road ascends past the farms of *Smedstad* (233 ft.), *Nedre Holmen*, and *Øvre Holmen* to *Besserud* (486 ft.), and then winds up through wood to (a walk of 1½-2 hrs. from Majorstuen) the —

***Holmenkollen** (950 ft.), with a good *Hotel* (D. at 2.30 p.m. 2 kr.), a so-called *Sportstue* (café and beer-house), and a *Sanatorium* for visitors who make some stay. It commands a magnificent view of Christiania and the fjord. At the Sanatorium is a sign-post indicating the path to the *Holmenaas*, which joins (10 min.) another path from the Peisestue (see below). The top is reached in 10 min. more. (About halfway is a path descending to the right to the Voxenkollen.)

The prolongation of the road to the Frognersæter (2¼ M.) is known as the 'Keiser Wilhelm's Vei' and was opened in 1890 in presence of that monarch. It runs almost all the way through wood. After ½ M. a path diverges to the right to the *Besserud Tower*, commanding a splendid view of Christiania. Farther on we pass the *Peisestue* (rfmts.), situated on the *Besserud-Tjern* (1015 ft.), an artificial lake, and in 10 min. more we reach the *Wilhelmshøi Hotel*, at the corner of the road to the Voxenkollen (1480 ft.; view-tower). Passing the initials O. II. W. II. cut in the rocks, we reach (¼ hr.) the—

***Frognersæter** (1380 ft.), the country-seat of the late *Consul T. J. Heftye* (d. 1886), purchased by the city of Christiania in 1889. It commands a beautiful view of Christiania and the fjord. The restaurant (to the left) was built in 1891 by H. Munthe, in the Norwegian style; the seats in the upper balcony are particularly effective. The villa (to the right) contains a collection of Norse antiquities (adm. 25 ø.). There are also a few old Norwegian timber buildings, chiefly from the Hallingdal. — The view is still more extensive from a wooden scaffolding on the **Tryvandshøide** (1710 ft.), to which we ascend past the *Øvre Frognersæter* in 25 min. more. In clear weather we see the mountains of Telemarken to the N. (Gausta, p. 28), those of the Hallingdal to the N.W. (Norefjeld, p. 42), and the hills on the Swedish frontier to the E.

In returning to Christiania from the Frognersæter walkers follow the old road, which descends to the E. of the villa. It leads past a small 'bauta' stone, erected to Heftye 'by the youth of Christiania.' Here the road divides, one branch leading to the new road between Holmenkollen and Besserud. Farther on are the Svenstue and Grimelund (see above).

The *Maridalsvand*, 4 M. to the E. of the Tryvandshøide, supplies Christiania with water. About 2 M. to the S.W. lies the *Bogstadvand* (475 ft.), on which lies a farm of Baron Wedel-Jarlsberg. A road descends from Bogstad to Lysaker (p. 20).

The round trip of about 3 hrs. made by the steamer 'Nordstrand' in the **Christiania Fjord** may be heartily recommended in fine weather. The steamer leaves the Pipervik (Pl. B, 7) twice daily (10.30 a.m. and 4 p.m.; fare 3 kr.).

3. From Christiania to the Randsfjord viâ Drammen and Haugsund.

142 Kil. RAILWAY (*'Vestbanen'*) to *Drammen*, express in 1½ hr. (fares 2 kr. 95 ø., 2 kr.), ordinary train in 2¼ hrs. (fares 2 kr. 40, 1 kr. 60 ø.); thence to *Randsfjord* three trains daily in 3-4 hrs. (fares 4 kr. 20, 2 kr. 50 ø.). Narrow-gauge line. Second and third class only. — The railway traverses beautiful scenery, particularly between Røken and Drammen and between Haugsund and Hønefos.

The train starts from the *Vest-Banegaard* at Christiania (Pl. B, 7; p. 9). The finest views are on the left. To the left we soon obtain a view of the beautiful Christiania Fjord and of the peninsula of Bygdø, with the white château of Oscarshall and numerous villas. — 3 Kil. *Bygdø*, the station for Bygdø and Oscarshall (1 M.; see p. 17). — 6 Kil. *Lysaker*, at the mouth of the *Sørkedals-Elv*, descending from the Bogstadvand (p. 19).

To the right rises the porphyry range of the *Kolsaas* (1255 ft.; extensive view), the *Skougumsaas*, etc. The Silurian strata are here intersected by massive dykes of greenstone, especially near (10 Kil.) *Høvik*, where a dyke 2 ft. thick intersects the disintegrated slate. The train skirts the *Enger-Vand*, on the right.

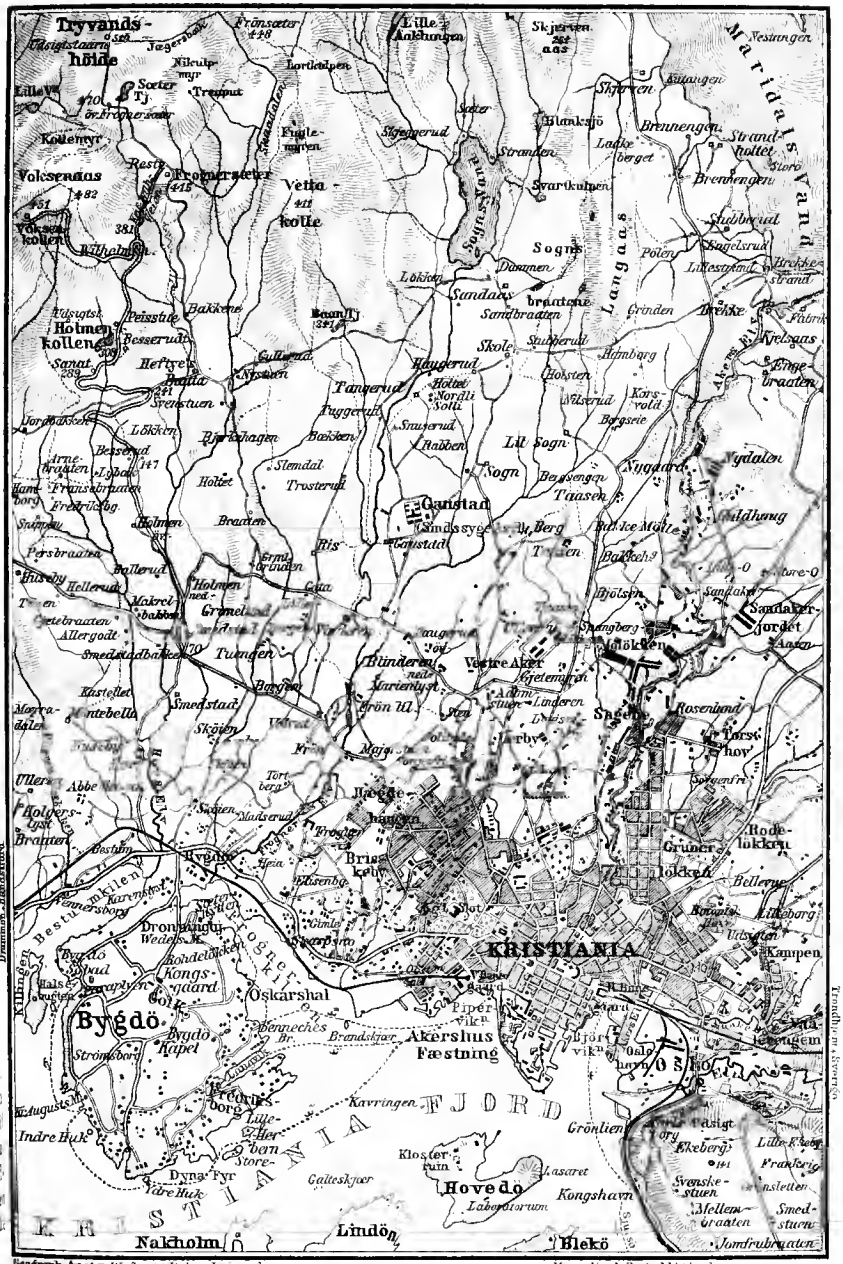
13 Kil. **Sandviken** (*Harreschou*, well spoken of; *Skyds-Station*, near the railway-station), a beautifully situated village.

FROM SANDVIKEN TO KROGKLEVEN AND HØNEFOS, 43 Kil. — By early train from Christiania to Sandviken; thence by skyds, ordered by telephone the day before, to *Sundvolden;* ascend the *Krogklev;* go on to Hønefos in the afternoon (cariole from Sandviken to Hønefos 15, stolkjærre 22½, carr. and pair 30 kr.; charges lower in the opposite direction, see p. 24).

The road crosses the *Sandviks-Elv*, diverges to the right from the Drammen road, and gradually ascends on the bank of the stream. At the top of the hill, to the left, is the old church of *Tanum;* to the right is the *Kolsaas* (see above). We next ascend the *Isidal.* The road becomes steeper and reaches its highest point (1070 ft.) beyond the farm of *Isi.* To the left, far below, we survey the *Holsfjord*, the S.E. arm of the *Tyrifjord* (210 ft.).

13 Kil. *Sollihøgda*, a new hotel in the wood. — The road is hewn in the rock at places. Beyond a rocky gateway called *Skaret* our road joins the 'Svangstrandsvei' (p. 22) coming from Drammen. The farm of *Humledal*, finely situated high above the Holsfjord, offers simple accommodation. — Then a beautiful descent to the fjord, the bank of which we follow to —

17 Kil. **Sundvolden** (**Blyberg's Hotel*, R. 1 kr. 20, B. 80, D. 1 kr. 60 ø.; not a skyds-station, but carriages for hire). From Sundvolden we ascend by a rough path (best in the morning, if the weather is clear; horse 2 kr. 40 ø.) to (1½ hr.) **Krogkleven,** a rocky height (*Klev*, 'cliff'), on the old road to Christiania. Ascending through a romantic gorge, we first come to (¾ hr.) *Klevstuen* (1245 ft.), a poor inn, 5 min. below which, to the N.W., is the



Geograph. Anst. v. Wagner & Debes, Leipzig.

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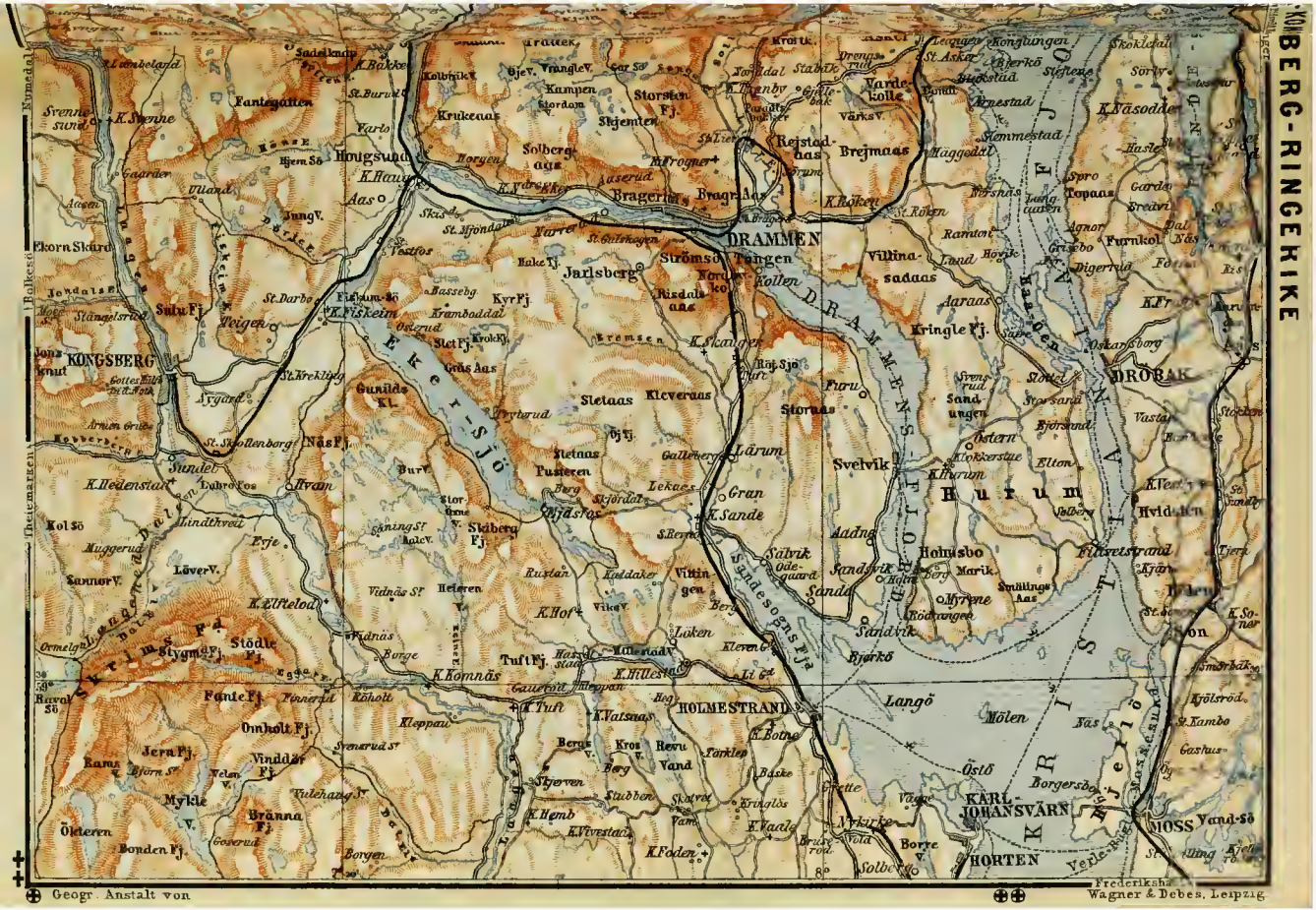
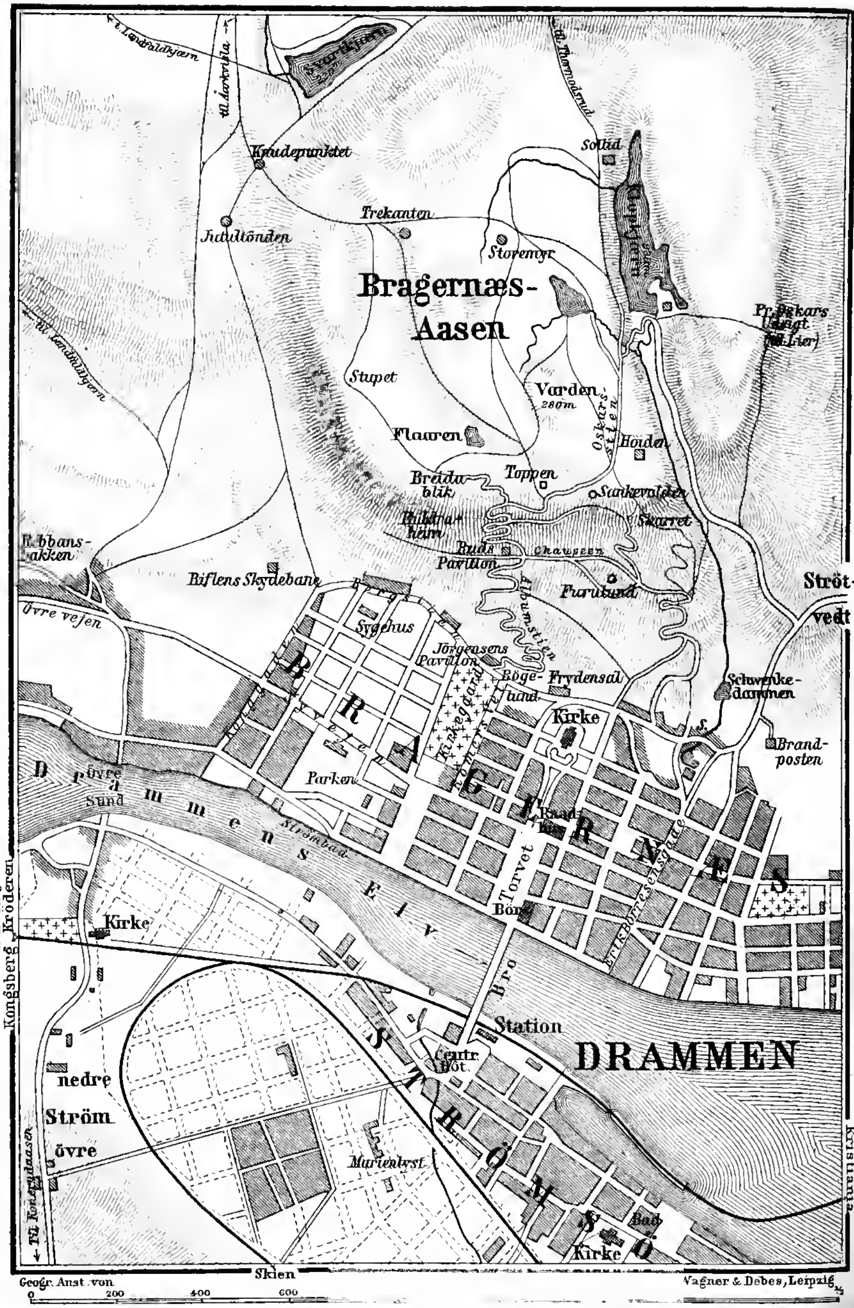
Engl. Miles.

KRISTIANIA-KONGSBERG-RING


KONGSBERG
DRAMMEN
DRØBAK
HOLMESTRAND
KARL-JOHANSVÆRN
MOSS
HORTEN
Eker-Sjø
DRAMENSFJORD
INDRE OSLOFJORD
YTRE OSLOFJORD
Sandesogns Fa
Lågen
Drammens Elv
Numedal
Telemarken
Buskerud
Bratsberg
Jarlsberg
Laurvig
Smaalenene
Akershus
Ekern
Sundet
Svelvik
Holmsbo
Sandvik
Sandefjord
Larvik
Langö
Mölen
Ostö
Borgersö
Bolærne
Frederikshavn
Geogr. Anstalt von Wagner & Debes, Leipzig


Bragernæs-Aasen
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Storemyr
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Oskarsstien
Breidablik
Sankevolden
Skarret
Buds Pavillon
Chausseen
Furulund
Riflens Skydebane
Övre vejen
Sygehus
Jörgensens Pavillon
Bögelund
Frydensal
Kirke
Schwenkedammen
Brandposten
Strötvedt
Albumstien
Kirkegaard
Parken
BRAGERNES
Drammens Elv
övre Sund
Strömbad
Torvet
Börs
Bro
Station
DRAMMEN
Centr. Höt.
nedre Ström
övre
Marienlyst
Bad
Kirke
STRÖMSÖ
Randsfjord-Kröderen
Kongsberg
Kristiania
Skien
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Mètres

Dronningens Udsigt (Queen's View). Continuing to ascend to the W., following the white crosses on the trees, we next reach the (25-30 min.) **Kongens Udsigt* (King's View; 1455 ft. above the sea, 1240 ft. above the fjord) Beautiful view, embracing the Tyrifjord with its islands, the district of Ringerike, the Jonsknut near Kongsberg (p. 26), the Norefjeld (p. 42) to the N.W., and the Gausta (p. 28) to the W. in the distance.

The view from the **Gyrihaug** (2215 ft.; 4 M. to the N.E. of Sundvolden) is said to be even finer. Its ascent is generally made direct from Christiania, viâ *Bogstad* (p. 19) and the *Sørkedal*, where tolerable quarters may be found at *Lyse*. Descent through a narrow ravine to Sundvolden. — According to the legend the numerous islands in the Steensfjord are said to be stones once hurled by the giantess ('Gygr' or 'Gyvr') of the Gyrihaug at the church of Steen (see below), which missiles, however, including even one of her own legs, all came short of their aim and fell into the lake. Like the battle of the giants against Odin and Thor in the Edda, this legend is symbolical of the impotent wrath of the powers of nature against the advance of human culture.

The road to Hønefos crosses the *Krogsund*, which connects the Tyrifjord with the *Steensfjord*.

The next station, 3 Kil. from Sundvolden, is **Vik** (travellers in the reverse direction drive on to Sundvolden without change of horses). About 1/4 hr. farther on, on the right, are the ruined church of *Steen* and (a little farther on) the tumulus of King Halfdan the Black (d. 860). After another 1/4 hr. the road passes *Norderhovs Kirke* (375 ft.), in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by stratagem in betraying 600 Swedish invaders into the hands of her countrymen.

11 Kil. *Hønefos*, see p. 24.

The train to Drammen ascends through cuttings and two short tunnels to (15 Kil.) *Slæbende* and (20 Kil.) *Hvalstad* (219 ft.; Asker Sanatorium), at the foot of the massive *Skougumsaas* (1140 ft.). It then crosses a wooden viaduct, 90 ft. high.

23 Kil. *Asker* (340 ft.), with a new church. The train skirts the foot of the *Vardekolle* (1150 ft.), a granite peak rising to the S.W., and passes the small lakes *Bondivand* (325 ft.) and *Gjellumvand* (315 ft.). At the S. end of the latter is (29 Kil.) *Heggedal*, beyond which we pass the base of the precipitous *Brejmaas*. Beyond (34 Kil.) *Røken* (435 ft.) the train turns abruptly to the W. Numerous cuttings.

Beyond a tunnel, 240 yds. long, a most picturesque and imposing *View of the Drammens-Fjord, the town of Drammen, and the fertile valley of Lier is suddenly disclosed to the left. The road from Røken to Drammen descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (46 Kil.) station of that name.

From Lier (skyds-station *Eikengen*) a pleasant route, with 'fast' skyds-stations, leads to the N., on the E. side of the valley, past the *Paradis-bakker* and the *Engerfjeld*, to the *Holsfjord* (p. 20). 14 Kil. ***Enger*** (well spoken of). The road, now called **Svangstrands-Veien*, famed for its beauty, next ascends the *Burderaas* and leads high above the Holsfjord to (13 Kil.) *Humledal* (p. 20).

From Lier the train runs towards the S., through a fertile tract, to (51 Kil.) *Bragerø*, the E. end of *Drammen (Bragernæs)*, and crosses the *Drammens-Elv*, and the island of *Møllerholm* or *Holmen*, with its timber-yards, to the *Tangen* and *Strømsø* quarters, on the S. bank of the river.

53 Kil. **Drammen** (comp. Plan, p. 21). — The STATION (*Restaurant) is close by the bridge. Drammen is the junction for *Hougsund* (change carriages; p. 23) and for *Laurvik* and *Skien* (p. 32).

Hotels. In *Strømsø:* *CENTRAL HOTEL, opposite the station, entrance in a side-street, R. 2, L. 1/2, B. 1, D. 2, S. 1 kr. 20 ø.; BRITANNIA, in the Frem-Gade, leading to the E. to Tangen.

Cab with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — OMNIBUS from Bragernæs-Torvet to Tangen.

Baths: *Drammens Badeanstalt*, with vapour baths, etc., opposite the church at Strømsø; *River Baths (Strømbad)* at Bragernaes.

British Vice-Consul, Mr. Karl Gram.

Steamboats to Holmestrand (p. 32) daily except Sun.; to Christiania 4 times a week; besides many others.

Drammen, with 20,700 inhab., situated on both banks of the Drammens-Elv, consists of *Bragernæs* on the N. bank (rebuilt after its almost total destruction by fire in 1866), *Strømsø* on the S. side (which suffered severely from fires in 1870 and 1880), and *Tangen* to the S.E. The situation of Drammen on the estuary of the river, between lofty hills, is very picturesque. The trade of the place is considerable, consisting chiefly in the export of timber (annual value over 4,500,000 kr.), and of wood-pulp and paper (annual value over 7,000,000 kr.). The commercial fleet of Drammen is one of the largest in Norway (over 200 sailing-vessels and steamers). Sea-going vessels are berthed at the stone quays of Bragernæs.

Close to the railway-station a *Timber Bridge* crosses the Drammens-Elv, connecting Strømsø and Bragernæs, and affording a pleasant and cool promenade in hot weather. The Brandposten (see below), with its two flagstaffs, is conspicuous on the hill to the right. The bridge leads to the *Bragernæs-Torv*, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in the Stor-Gade), and facing us the *Raadhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). Ascending straight on, between the two small towers of the Kirke-Gade, we reach the conspicuous BRAGERNÆS CHURCH, a handsome Gothic brick edifice by *Nordgrén*, built in 1866-71. It contains a Resurrection by *Tidemand* (d. 1876), and an Angel over the font by *Borch*. (The 'Kirketjener' lives in the one-storied white wooden house opposite the sacristy, to the left.)

To the E. of Bragernæs church we reach (12-15 min.) the *BRANDPOSTEN, one of the finest points of view near Drammen,

affording an extensive survey of Tangen, Strømsø, and Bragernæs, of the island of Holmen, the valley of the Drammens-Elv, and the fjord. The veranda of the watchman's house is open to the public.

The road ascends hence to the (35-40 min.) *Klopkjærn* (755 ft.), a sequestered lake in the midst of wood, which supplies the town with good water. Refreshments at the small house. A path ascends to the right in 5 min. to *Prinds Oscars Udsigt*, overlooking the Lierdal and the fjord.

A promenade ('Oscarsstien') connects the Klopkjærn with several fine points of view on the slopes of the *Bragernæsaas, which may also be reached direct from Bragernæs in 35-40 min. by an easy but shadeless zigzag road ('Albumstien'), with benches. The views embrace the town and fjord, the valley up to Hougsund, etc. The finest points, *Toppen*, *Furulund*, and **Breidablik*, are marked on the plan. The last affords the best view up the valley, most striking at sunset.

Another fine point of view is the *Storstenfjeld* (1750 ft.), 8 M. to the N. of Drammen, also ascended from Lier (p. 21).

The Randsfjord Railway (carriages usually changed at Drammen; best views to the right) ascends the broad valley of the Drammens-Elv. 56 Kil. *Gulskog;* 64 Kil. *Mjøndalen.*

70 Kil. **Haugsund** *(*Rail. Restaurant)*, junction for *Kongsberg* (p. 25; change carriages). To the W. rises the *Jonsknut* (p. 26). Near Haugsund is the *Hellefos*, a fall of the Drammens-Elv, with salmon-fishery.

The Randsfjord train turns to the N. and continues to ascend the Drammens-Elv. Beautiful scenery. Views on both sides. Several fine waterfalls. 75 Kil. *Burud.* Beyond (80 Kil.) *Skotselven* the train crosses the Drammens-Elv, which here forms the *Døviksfos.* 86 Kil. **Aamot**, on the left bank of the river. On the opposite bank are seen the waterfall of the *Simoa*, descending from the Sigdal, and the *Nykirke.* Scenery at this point remarkably fine. A little farther on is the influx of the *Snarums-Elv*, descending from Lake Krøderen and the Hallingdal. The train recrosses to the right bank. 92 Kil. *Gjethus*, near the *Gravfos*, with a large paper-mill. Pretty walk hence to the *Hirsdal* with the *St. Olafs-gryder*, large giants' cauldrons.

96 Kil. **Vikersund**, junction for *Lake Krøderen* (p. 42), lies at the efflux of the Drammens-Elv from the *Tyrifjord.* A bridge crosses the river to the church of *Heggen.* Thence to the Holsfjord, see p. 22.

To the W. of Vikersund (carriages at the station, or at the neighbouring posting-station *Krona*) lies (4 Kil.) **St. Olafs-Bad**, a favourite watering-place, with a chalybeate spring, mud-baths, inhaling-apparatus, and other appliances (pension, including baths, medical advice, etc., from 6 kr. upwards). Beautiful walks through wood, with views, to the *Kaggefos* and other falls of the Snarums-Elv. This district is the scene of many traditions of St. Olaf. About 5 Kil. to the W. are the *Cobalt Mines of Modum*, worked by a German company, and the *Haugsfos.*

Vøringsfos (Hardanger)
1:500.000
Haukelid, Röldal (Hardanger)
Björne V.
Bru Kj.
Möredalen
Möre V.
Sauerflot
Sauer Kj.
Orme Kj.
Gras Nt
Loft Nt
Gjeit Nt
Vidjv Eggen
Padde Kj.
Tango V.
Grödals Kj.
Ormoteggen
Bordalseggen
Bordulen
Songa V.
Glugvard Eggen
Flolkj. St.
Ugleflot
Stok Holmen
Vaarjosvolden
Renhorn Nt
Totak V.
Vinje
Jamsgaard
Grungedal
Grunge V.
Haukelid Heiene
Gugdard
Flaathyl
Vetelii
Grungedalsh
Lillestuen
Giavi Fj.
Nd. Langeid V.
Gummel St.
Bergbu Fj.
Laage Fj.
Grunde V.
Lange V.
Fjelstue
Ses Nt
Selsvasdalen
Pinar V.
Kvike V.
Krikevolda
Brei V.
Bjaa
Sels V.
Vierrad
Fillefjeld St.
Mjød V.
Bredvik St.
Vaggene
Lisle V.
St. Midt Fj.
Orm Eggene
Börte Heiene
Skure V.
Bredvik
Harte V.
Enden Fj.
Auer V.
Sigurd Tind
Brands Nt.
Flod V.
Fefth Nt
Botne
Öystein Fj.
Säbjörn Nt
Strand V.
Rauland
Vingeraas V.
Nissland
Fjelhus
Sandok
Gjödil
Aamodt
Mile
Threitten
Börteos H.
Eidsborg
Lofthus
Dalen
Ausland
Lövrig Fj.
Skafse
Bergland
Vaggene Fj.
Sleteg Fj.
Myr V.
Urd St.
Urd V.
Urdnoset
Reine V.
Smak V.
Bykle St.
Bykle
Steinbu
Vatndals V.
Lööing
Beydalen
Ornefjeld
Rolands Fj.
Bildals V.
Haugelund
Kolsvik
Lofthus
Odegaard
Lökje St.
Rafdal
Botten
Margrit V.
Smörvik
Kjola
Flaatebn
Grönhov
Haugestøl
Haukeaas
Flaatten
Börte H.
Geograph. Anstalt von Wagner & Debes

NORDL. TELEMARKEN

4. From *(Christiania)* Haugsund to the Hardanger Fjord viâ Kongsberg and the Rjukanfos.

FROM HAUGSUND TO THE RJUKANFOS. — To *Kongsberg*, 28 Kil., RAILWAY in 1 1/3 hr. (fares 1 kr. 45, 80 ø.). — From Kongsberg to *Tinoset*, 50 or 60 Kil. according to route, by CARRIAGE in 10 hrs. (or drive to Bolkesjø only, 4-4 1/2 hrs., then row across the Folsjø, and walk to Tinoset, 5 hrs.). — From Tinoset to *Fagerstrand*, 30 Kil., STEAMBOAT (good restaurant on board) in summer daily in 2 3/4 hrs. (fare 2 kr.; extra-trips 26 kr. for 10 pers.; 2 kr. for each pers. more). — From Fagerstrand to the *Rjukanfos:* a drive of 3 hrs. to (22 Kil.) *Vaaer* (cariole 3 kr. 60, there and back 5 kr. 40 ø.; stolkjærre 5 kr. 40 or 8 kr. 10 ø.; carr. and pair for 2-4 pers., there and back, 12, 16, or 18 kr., and 2 kr. 18 ø. more if a night is spent out). Walk thence of 3/4 hr. to the fall.

FROM THE RJUKANFOS TO THE HARDANGER FJORD. The best route, besides the mountain-passes mentioned at p. 29, is that indicated at p. 30 viâ *Ulefos*, on the great Telemarken route (p. 34). The route viâ *Løvheim-Heggestøl* (p. 30) is less advisable. — The DISTRIBUTION OF TIME, reckoned from Kongsberg, would be somewhat as follows. 1st Day: Viâ Bolkesjø to *Tinoset*. 2nd Day: To *Krokan*, at the Rjukanfos, and back to *Fagerstrand*. 3rd Day: Viâ *Tinoset* to *Hitterdal-Notodden*. 4th Day. To *Ulefos* and on to Dalen (p. 36). Those who choose the route viâ Løvheim find the best accommodation for the third night at *Skovheim* (p. 30). Or the traveller may drive from Tinoset to *Kirkebø* (p. 35) and proceed the same evening by steamer to *Dalen* (p. 36).

From Christiania to *Haugsund*, see pp. 20-23. The Kongsberg train (finest views to the left) first stops at —

5 Kil. *Vestfossen*, with several factories, near the beautiful *Ekersjø* or *Fiskumvand* (60 ft.), bounded by lofty mountains on the E. side. 11 Kil. *Darbo*. 15 Kil. *Krekling*, where the slate-formation predominates. Farther on we obtain a fine view of the mountains towards the S. At (22 Kil.) *Skollenborg* (540 ft.) sandstone appears and the country becomes sterile. The *Labrofos* (p. 26) is 3/4 M. to the S.W. To the left rises the *Skrimsfjeld* (p. 26). The train approaches the *Laagen*, which forms a waterfall.

28 Kil. **Kongsberg.** — Hotels. VICTORIA, far from the station (omnibus gratuitous) in the W. part of the town, on the right bank, R. & L. 2 kr., B. 1 kr. 20 ø., D. 2, S. 1 1/2 kr.; BRITANNIA, GRAND HOTEL, both on the left bank, near the station. All three often crowded in summer.

Carriages. To *Tinoset* viâ Bolkesjø: cariole for 1 pers. 15, carriage and pair for 2 pers. 29 kr. To *Bolkesjø* or *Hitterdal*, cariole 6 kr. 12, carriage and pair for 2 pers. 14 kr. 50 ø. A slight lowering of the fares to Tinoset and thence to Notodden (see p. 27) is contemplated. Those who keep the carriage in Tinoset for more than 24 hrs. pay 4 kr. extra for each horse per day.

Kongsberg (490 ft.), an uninviting but not unpicturesque town, on the *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 40), contains 5250 inhab. (only half its former population), who are almost all dependent on the mines. Most of the houses are timber-built, but the large *Church* of the 18th cent. and the *Raadhus* are of stone. The town owes its origin to the *Silver Mines* in the vicinity, and was founded in 1624 in the reign of Christian IV. In the town are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabenfabrik* (weapon-factory), the last near the

Hammerfos. The rapid Laagen is crossed by two bridges. A monument to Christian IV. was erected near the church in 1883. The *Udsigt* (1/4 hr.) commands a good view of the town and to the S. over the valley of the Laagen.

The SILVER MINES OF KONGSBERG, the property of government, now yielding 5½-7 tons annually, are about 4 M. to the W. of the town. They were discovered in 1623 and have been worked with varying success. Of 130 mines opened since the discovery of the ore, seven only are now worked, and four only are of any importance, *viz.* the *Kongens-Grube*, *Gottes-Hilfe*, *Armen-Grube*, and *Haus-Sachsen* (greatest depth about 1400 ft.). Besides the shafts descending to these mines there are two level adits, the *Fredriks-Stollen* and the *Christians-Stollen*, entering them from the hillside, the latter being 300 ft. below the other. The veins of native silver are mingled with sulphuret of silver and copper-pyrites, occurring generally in layers of calcareous spar. The German names of the mines and various German technical expressions still in use recall a time when they were mainly worked by German miners. — Permission to see the mines is obtained at the offices in the market-place, but the visit hardly repays the fatigue; visitors are conducted from the workmen's settlement of *Saugrenden* through the Christians-Stollen (guide 2 kr.).

The **Jonsknut** (2950 ft.), which rises about 2½ M. to the W. of the mines, commands an extensive view of Telemarken. It is ascended from Kongsberg in 4 hrs. (there and back 6 hrs.). We may follow the mining road viâ Saugrenden to 'Kongens Dam', ¾ hr. below the summit. A path indicated by red and white marks leads from the Jonsknut, by the *Li-Sæter*, the *Nor-Sæter*, and the *Selsli-Sæter*, to (7 hrs.) Bolkesjø (see below). — About 10 M. to the S. of Kongsberg rises the *Skrimsfjeld* (2946 ft.), another point of view.

About 3 M. below the town the Laagen forms the **Labrofos**, a fine waterfall, 140 ft. in height, which deserves a visit. — Another fall of the same river is the *Hvitingfos*, 12 M. farther distant, on the Laurvik road.

FROM KONGSBERG TO TINOSET there are two roads, the shorter and more picturesque, but rougher, viâ Bolkesjø (now under repair), and the high-road viâ Hitterdal.

a. VIA BOLKESJØ. We follow the road ascending the Numedal on the right bank of the Laagen for 5 Kil. (p. 40), turn to the left into the *Jondal*, and ascend through the pines on the right bank of the *Jondals-Elv*. Farther on we cross to the left bank. After a drive of about 4 hrs. or a walk of 7½ hrs. we reach the culminating point of the route (1825 ft.), where we obtain a magnificent view of the mountains of Telemarken, the most conspicuous being the Lifjeld (p. 30) and the Gausta (p. 28), appearing from this point like a blunted cone. Near Bolkesjø the landscape becomes more smiling, the foreground being formed by the *Bolkesjø* (1030 ft.) and the larger *Folsjø* (710 ft.).

25 Kil. (from Kongsberg) **Bolkesjø** (1285 ft.; *Hotel and Sanatorium*, well spoken of, R. 2, B. 1, D. 1 kr. 60 ø.-2, S. 1 kr.; *Hafsteen's Hotel*, new). — [Walkers may cross the Bolkesjø by boat (fare from 1 kr. 20 to 2 kr. 25 ø. for 1-4 pers.), descend to the (1/4 hr.) Folsjø and row across it to Vik (fare from 80 ø. to 1 kr. 80 ø. for 1-4 pers.; in all 1½ hr.), and walk thence to (3½ hrs.) Tinoset.]

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the *Folsjø*, commanding views of the *Bleifjeld* (4490 ft.) to the right. At the W. end of the lake lie the houses

of *Vik*, 1¼ hr.'s drive from Bolkesjø. Fine retrospect. The road descends to the *Tin-Elv*, and crosses it near the church of *Grandsherred*. About 5 min. later (1¼ hr.'s drive from Vik) we reach the high-road described below, on which a drive of 35 min. to the N. brings us to Tinoset.

b. VIÂ HITTERDAL. The road at first runs towards the S., but after 4 Kil. turns to the W. into the valley of the *Kobberbergs-Elv*. To the right rises the *Jonsknut* (p. 26). The road gradually ascends the wooded *Medheia* and after 2-2½ hrs. reaches *Jerngruben* (1350 ft.; tolerable inn), where the horses are usually rested for ½ hr. The road continues to ascend for some distance, and then traverses the plateau (1470 ft.) in numerous undulations. On emerging from the forest it descends into the Hitterdal, commanding a beautiful view: in front the mountains of Telemarken, the *Himingen* (3450 ft.; p. 28) and the *Hæksfjeld*, to the left the Hitterdals-Vand. Our road unites with that coming from Skien and skirting the E. bank of the *Hitterdals-Vand* (p. 30).

28 Kil. (pay for 36) **Notodden** (**Hôtel Furuheim*, R. 2, B. 1, D. 2, S. 1 kr., with the skyds-station; *Victoria*, horses obtainable, ¾ M. distant, near the pier of the Hitterdal steamers, p. 36), near the N. end of the Hitterdals-Vand. The drive from Kongsberg to Notodden takes 4½ hrs., in the reverse direction at least 5½ hrs. The horses are rested here 2 hrs.

The road now crosses the *Tin-Elv*. About 5 min. above the bridge the river forms the beautiful ***Tinfos**, which is best surveyed from the adjoining mill. The road, now almost level, ascends the valley, passing *Lysthus*. About 6 Kil. from Notodden, on the right, rises —

***Hitterdals Kirke**, a grotesque-looking church, the largest of the twenty-four mediæval Norwegian 'Stavekirker', or timber-built churches, which are still preserved. The architecture and ornamentation of these singular churches date as far back as the 12th cent., the plan corresponding, so far as the difference of material allows, to that of Anglo-Norman churches of the same period (comp. p. 13). To the rectangular body of the church is added a square choir terminating in a semicircle. The broad and lofty nave is separated from the low aisles by means of wooden columns. Over the gable-end of the nave rises a square tower, which also has a gabled roof and terminates in a slender spire. The dragon-head ornamentation of these gables resembles that of the prow of a ship. The roof of the choir is lower and is surmounted by a round turret. Round the whole of the outside of the building runs a low arcade *(Lop)*, probably added as a shelter for the congregation in bad weather before or after the service; the lower part is closed, while the upper part is open and borne by small columns. The capitals of the columns, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings,

representing entwined dragons, intermixed with foliage and figures. The first documentary evidence of the existence of the church of Hitterdal dates from 1315, but there is no doubt that it was built at least as early as the middle of the 13th century. The interior was adapted to modern requirements in 1850 and has lost part of its primitive character by the insertion of windows. The nave contains twelve columns and the choir four. The key ('Nøglen') is obtained at the parsonage, opposite the entrance to the church.

The road continues tolerably level. The gaards of *Bamle* and *Kaasa* are passed. To the left we long have a view of the *Himingen* (3450 ft.), an isolated pyramidal mountain, sometimes ascended for the sake of the view (from Hitterdal over the Himingen to Løvheim, 7-8 hrs., with guide). Beyond the Himingen, also to the left, is the Hæksfjeld (p. 27). To the right rises the *Kjøivingfjeld* (2265 ft.), which our road skirts towards the N., while the road to *Løvheim* (p. 30) diverges to the left.

We ascend the course of the *Ørvælla*, a stream which has forced its way through huge masses of debris, now overgrown with pines and firs, and cross it several times. At the 'Plads' *Bakken*, about 21 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 26) joins ours on the right, 5 Kil. farther on. After 5 Kil. more we reach —

32 Kil. **Tinōset** (new *Hotel*, large and well fitted up), a group of houses at the S. end of the **Tinsjø** (615 ft.), a lake about 22 Engl. M. long and 1-1½ M. in width. The small screw-steamboats 'Gausta' and 'Finn' ply on the lake (see p. 25) between Tinoset and *Sigurdsrud*, at the N. end. Small boat to Strand 13 kr. 60 ø. (not recommended).

The Tinsjø resembles the Spirillen, but its banks are lower. The steamer calls at *Sanden* (on the left) and *Hovin* (on the right), and at several other stations. The finest point in the landscape is the *Haakenæsfjeld*, which the steamer skirts. Beyond it, 2¾ hrs. from Tinoset, we reach —

Fagerstrand (*Fagerstrand's Hotel*, at the pier, R. 1½, D. 2, S. 1 kr., B. 80 ø.; *Ørnæs's Hotel*, a little farther on), near the church of *Mæl*, at the mouth of the *Maan-Elv*.

The good road (carriages, p. 25) ascends the beautiful *Vestfjord-Dal*, on the left bank of the Maan-Elv. To the right opens the *Haakedal*. The imposing Gausta soon becomes visible on the left. In 1 hr. we reach (9 Kil.) *Nyland* (small *Inn), the station for the ascent of the **Gausta** (6180 ft.), the highest mountain in S. Norway (ascent 6, descent 4 hrs.; guide, for 1-3 pers. 4, for more 5 kr.; tourist-hut at the top, with 12 beds, often all occupied). The view seems to appeal more to Norwegians than to strangers. — We next pass (3 Kil.) the straggling village of *Dale* (no inn), at the foot of the Gausta. (From Dale to Løvheim, see p. 30.)

About 6 Kil. farther on the road becomes steeper and ascends

the left side of the beautiful valley. Grand view of the Gausta, as we look back. We alight at —

4 Kil. *Vaaer*, or *Vaae*, a small hamlet (no inn), 22 Kil. from Strand (a drive of 3-3½ hrs.). A steep path (guide unnecessary) ascends hence to (¾ hr.) *Krokan* (2300 ft.; *Inn of the Turistforening, small and often full, R. 1 kr. 60, S. 2, B. 1 kr. 20 ø.), about 250 paces beyond which, passing a memorial-stone to Consul Heftye (p. 19), we reach the point where the magnificent ***Rjukanfos** ('reeking' or 'foaming fall') bursts upon the view. The waterfall, formed by the copious Maan-Elv, is about 800 ft. in height. The scene is stupendous in the early summer, when the river is swollen with melted snow. The adjuncts of the fall are also very picturesque. Our point of view is 500 yds. from the fall, but it is not advisable to approach nearer, as some of the projecting rocks are not very secure. A new path descends into the valley (10 min.), affording a view of the fall from below.

FROM THE RJUKANFOS TO THE HARDANGER FJORD: two routes, one to Odde, another to Eidfjord; the former is preferable, but both are fatiguing and should not be attempted before July. Guide at Krokan (bargain advisable).

TO ODDE, 4-5 days: — 1st Day. From Krokan a steep ascent, following the upper course of the Maan-Elv, by a fatiguing path, often through snow in the early summer, to (4 hrs.) **Holvik** (tolerable inn), on the *Mjøsvand* (2945 ft.), a lake 22 M. long and 1-2½ M. broad. To the W. rise the huge *Raulandsfjeld* (5175 ft.) and the *Theseggen*. The lake is then crossed by boat, passing *Mjøsstranden*, to (3½ hrs.) the W. bank, whence a path, rough and marshy at places, and crossing the *Bitdals-Elv*, leads in 6 hrs. to **Rauland** (*Inn*, tolerable), or to **Berge** (*Inn*, fair), a little farther on, both on the N. bank of the *Totakvand* (2230 ft.). [We may row across the lake (⅔ M.) from Holvik and then follow a marked, but rough and marshy path to Berge in 7-8 hrs.; or we may row from Holvik to *Erlandsgaard* in 1-1¼ hr., walk to *Gibøen* in 2-2½ hrs. by a path indicated by marks, cross the S. arm of the Mjøsvand in ¼-½ hr., and walk to Berge, passing the handsome gaard of *Gjuveland*, in ca. 4 hrs.] — 2nd Day. Row (each pers. 1 kr.) from Rauland or from Berge in 1 hr. to *Kosthveit* on the S. bank; ride or drive thence in 2½ hrs. to (14 Kil.) *Jamsgaard i Vinje*, and thence to (4 Kil.) *Heggestøl*, on the Haukeli road (see p. 31). [Walkers will find the following route more interesting: from Berge or Rauland to *Brunelid* in 2 hrs. by boat (each pers. 1½ kr.); thence a steep ascent on foot through the *Grungedalsbygd*, part of the way marshy, 1¾-2 hrs. (interesting view of the Grungedal from the top); next an abrupt descent of ½-¾ hr. to the road mentioned at p. 38, which we reach near the bridge over the Grungedals-Elv; and, lastly, along this road towards the W. to (½ hr.) *Rui* and the *Grungedals Hotel* (p. 38).] From Haukeli to Odde (two days), see p. 39.

TO THE VØRINGSFOS AND EIDFJORD, 3-4 days, for walkers only: — 1st Day. From Krokan to Holvik (see above) in 4 hrs.; row thence in 3½ hrs. to *Mjøsstrand*, and in 3½-4 hrs. more to the N. end of the lake; walk in ½ hr. to *Mogen* (poor quarters; guide, Kristoffel Olsen Mogen). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends to the N.W. to the (6 Kil.) *Gjuvsjø*, abounding in fish, passes several small tarns on the left, and crosses (9 Kil.) the *Gjuvaa* or *Skvætta*. It next passes three mountain-lakes, where the soil is boggy and the scenery desolate. The *Fjeldsjø* remains to the left, the *Lakensjø* and the large *Nordmandslaagen* (4155 ft.) to the right. On the last-named is the refuge-hut *Sandhoug*, belonging to Sylvfest H. Kvammen, a good guide. Lastly we cross the *Bessa-Elv*, a considerable stream which falls into the Normandslaagen, and soon reach

(after a laborious walk of 12-13 hrs. in all) the stone hut of *Bessabu* (very poor quarters). — 3rd Day. Over the wild and bleak *Hardanger Vidda* to (25 Kil.) *Bærrastølen* in 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) *Fosli Hotel*, above the *Vøringsfos* (p. 102).

Travellers bound for the HARDANGER FJORD (or Skien), who wish to avoid the above-mentioned mountain-route, should drive back to *Hitterdal-Notodden* (4-5 hrs.; p. 27) and take the steamer there (twice daily on week-days, once on Sun.). This vessel crosses the **Hitterdalsvand** (10 M. long), calls at *Farodden* or *Farvolden* at its S. end, and then descends the *Sauer-Elv*, which expands at first into the *Braafjord*. Beyond *Aslaksborg* or *Aarnæs* the steamer enters the *Nordsjø* (p. 34) and soon reaches *Ulefos* (in all about $2^1/_2$ hrs.; fare 2 kr. 30 ø.; to Skien in $4^1/_2$ hrs., fare 3 kr. 70 ø.). From Ulefos to *Dalen*, see pp. 34-36.

The following route is less advisable. At the point where the Tinsjø road reaches the Hitterdal road (p. 28), we follow the latter, not to the left to Hitterdal, but up the valley, along the *Hjærdals-Elv*, to *Landsværk* (Inn) and the skyds-station of —

Løvheim *(*Inn)*, situated amid pretty scenery, 19 Kil. from Tinoset, 22 Kil. from Notodden, and a little to the E. of *Saulands Kirke*.

FROM LØVHEIM TO SILJORD (p. 31), about 24 Kil., a mountain-path leads to the S.W., ascending the *Grundingsdal*, watered by the *Mjælla*. On the *Staakuvand*, halfway, is the *Hôtel Lifjeld*, the starting-point for the ascent of the Lifjeld (p. 31).

FROM LØVHEIM TO DALE (p. 28), about 40 Kil., an interesting route. Carriage-road viâ *Bøen*, in the *Tudal* (23 Kil.), to the new *Sanatorium* on the *Kovstulheie* (ca. 3280 ft.), situated above and to the N.E. of the Kovstulvand. Thence by a sæter-path (with guide) across the spurs of the *Gausta* and past the *Langefond-Sæter* to *Dale* in $3^1/_2$-$4^1/_2$ hrs.

A little farther on is *Mosebø* (quarters at the Landhandler's). The scenery becomes wilder and grander. We pass the *Hjærsjø* (490 ft.) on the left.

18 Kil. **Skovheim** *i Hjærdal* or *Skogheim i Hjertdal* (**Flatland's Hotel*, R. 1 kr., B. 80 ø., S. 1 kr.) is the starting-point for the ascent of the *Vindegg* (4890 ft.; 5-6 hrs., with guide; there and back 8-10 hrs.), which towers to the N.

The road continues to ascend. About 7 Kil. from Skovheim we follow the road to Flatdal, which diverges to the S., while the road to Aamotsdal leads to the N.W.

Road from Skovheim to *Aamotsdal*, 23 Kil.; thence by footpath to *Rauland* on the Totakvand (p. 29), about 30 Kil., or to the *Mjesvand* (p. 29; 20 Kil.), and on viâ *Rœpelid* to *Vaaer* (p. 29; 28 Kil.).

The Flatdal road crosses the watershed of the Hjærdal and descends in zigzags, commanding beautiful views, to *Flatdal*, with its little church and sprinkling of farms. It then skirts the E. bank of the *Flatdalsvand*, with the *Skorvefjeld* (4380 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to tradition, will be the prelude to the end of the world. Farther on we obtain a view of the **Siljords-**

vand (385 ft.), a picturesque lake, 8½ M. in length, and the *Lifjeld* (5085 ft.), on which two French aëronauts descended in 1870, having arrived in their balloon from Paris in 15 hours. At the W. end of the lake lies the church of *Siljord*, where our road crosses the feeder of the lake and is joined by a road from Ulefos.

22 Kil. **Kobbervolden** (Inn), near *Oppebøen* and *Utbøen*, where quarters may also be obtained.

We pass, 14 kil. from Siljord, *Brunkebergs-Kirke* (1290 ft.), splendidly situated on the watershed, where the road forks. The left (S.) arm leads to (17 Kil. from Kobbervolden) *Kirkebø*, a station of the Bandaksvand steamer (p. 36), which may be used to complete the journey. — The road leads to the right (N.W.) through the *Morgedal*, passing two small lakes (1390 ft.), to —

16 Kil. **Hemmestveit** *i Brunkeberg* (good station). It then passes the church of *Høidalsmo* and skirts the *Oftevand* to —

19 Kil. **Ofte**, near *Mogen*, where a road diverges to the S. to (11 Kil.) *Laurdal* on the Bandaksvand (p. 36). — We cross a range of hills of considerable height. Near *Aamodt* (2 Kil. short of Tveiten) the road crosses the *Toke-Elv*, which descends from the Totakvand and forms a fine fall called the *Hyllandsfos*, ¾ M. to the N. of Aamodt.

17 Kil. **Tveiten** or *Tveito* (poor station). — Farther on is the house of *Mule*, prettily situated above the E. end of the *Vinjevand*. The road then runs up and down along the N. bank of the lake, passing several farms, among which is *Jamsgaard*, where a road diverges to *Kostveit* on the Totakvand (p. 29). We then descend abruptly to the church of *Vinje*, at the N.W. end of the Vinjevand. Here a beautiful view is obtained of the *Midtfjeld* (4580 ft.) and of the *Orm-Eggen* to the S.W.

12 Kil. **Heggestøl** (good station). The road crosses the *Vinje-Elv* by a lofty bridge and joins the new road mentioned at p. 38.

5. From Christiania to the Hardanger Fjord viâ Skien, the Telemarken Canal, and the Haukelifjeld.

To *Odde* 483 Kil. From Christiania to *Skien* by railway, 204 Kil. (express in 6½ hrs., fares 9 kr. 75, 6 kr. 55 ø.; ordinary train in 7-11 hrs., fares 9 kr. 20, 6 kr. 15 ø.). From Skien to *Dalen*, 105 Kil., by steamer, twice daily from about the middle of June onwards, in 8½-11 hrs. (fares 8 kr., 4 kr.; to Ulefos 1 kr. 60 ø., 1 kr.; restaurant on board, B. 1 kr. 60, D. 1 kr. 80 ø.). — From Dalen to *Odde*, 174 Kil., a drive of three days. Carr. and pair for 2 pers. 80, 3 pers. 90, 4 pers. 100 kr. (tariff fixed by the Drivers' Union).

Since the completion of the Telemarken Canal the route viâ Skien and Haukeli is, during the tourist season (comp. p. xii), the most convenient and comfortable approach from Christiania to the Hardanger Fjord. The distance can sometimes be covered in three days, the nights being spent at *Dalen* and *Haukeli*. The following distribution of time is, however, preferable. 1st Day. Railway to *Skien* (with, perhaps, a break at Laurvik). — 2nd Day. Steamer to *Dalen* (by the express-steamer 'Inland' it is possible to reach Dalen late in the evening of the first day). — 3rd Day. Excursion in the forenoon to the *Ravnejuv* (p. 37); afternoon,

by skyds to *Børte* (p. 37) or *Heggestøl* (see above). — 4th Day. Skyds to *Haukeli*. — 5th Day. Skyds to *Seljestad* (p. 97). — 6th Day. Skyds in the forenoon to *Odde*.

From Christiania to (53 Kil.) *Drammen*, see R. 3. Through-carriages. — The railway ('Jarlsbergbane') from Drammen to Laurvik and Skien turns to the S.W. (fine retrospect), past the suburb of *Tangen*, and slowly ascends (1 : 80) the *Kobberviksdal*, the highest point of which (250 ft.) is reached at (63 Kil.) *Skouger*. 69 Kil. *Galleberg*. 73 Kil. *Sande*, with the church of that name, near the *Sandebugt*, of which we get a fine view to the left. The train now skirts the picturesque fjord.

86 Kil. **Holmestrand** *(Rail. Restaurant)*, a sea-bathing place with 2350 inhab., lies at the foot of a steep porphyry cliff. The train now runs a little inland to (96 Kil.) *Nykirke*. 100 Kil. *Skoppum*, near the *Borrevand;* branch-line hence to *Borre* and (7 Kil.) *Horten*, on the Christiania Fjord (p. 8). — 103 Kil. *Augedal;* 109 Kil. *Barkaker*. To the right we see the château of *Jarlsberg*. The train passes Tønsberg on the left, and runs back for 2 Kil., passing through a short tunnel to —

115 Kil. **Tønsberg** *(Victoria Hotel;* British consular agent, *Mr. Alf. Monsen)*, with 7250 inhab., famous as sea-farers, the oldest town in Norway, dating from the time of Harald Haarfager. About fifty whalers and seal-hunting vessels (one-third steamers) annually start from this port. Most of the sailors live on the *Nøterø* and the *Tjømø*, to the S. of Tønsberg. The castle-hill above the town, under which the railway tunnel passes, commands a wide view.

At (121 Kil.) *Sem* or *Semb* the train crosses the *Oulie-Elv*. 128 Kil. *Stokke;* 135 Kil. *Raastad*. To the right lies *Gogstad* (p. 13).

139 Kil. **Sandefjord** *(Hotel Kong Karl; Heidemark's Hotel)*, a favourite watering-place with 4250 inhab., and sulphurous, saline, and chalybeate springs, prettily situated on the fjord of the same name. The sea swarms with medusæ ('maneter'), which are said to be beneficial to bathers. — The *Jættegryder* near the *Gaard Aasen* are interesting; the largest is 23 ft. deep. Similar 'giant-cauldrons' at the (3½ M.) *Vindalsbugt* may be visited by boat. The whole region between Tønsberg and Laurvik is historic ground. At *Hjertnæs* are several 'bauta' stones.

144 Kil. *Joberg*, in a wooded and monotonous district; 149 Kil. *Tjølling*, with a view of the *Laurviksfjord* as far as Fredriksværn. The train crosses the *Laagen* or *Lougen* (p. 25), by a bridge 183 yds. long, to the suburb of *Thorstrand*, passes through two tunnels, and reaches —

158 Kil. **Laurvik.** — **Hotels.** Grand Hotel, *Thora Hansen's Hotel, both near the railway-station; Johannesen's, further off, adapted for some stay, R. 2 kr.; Kong Karl, Lille Torvet, with café.

Bath-House (Dr. J. C. Holm's), adjoining Johannesen's Hotel, with mineral and sulphur springs and mud-baths; pension 18 kr. weekly, 64 kr. monthly, R. 20-50 kr. per month. 'Kurpenge', or visitors' tax, for baths, physician, etc., 22 kr. per week for the first fortnight, 20 kr. per week

Geograph. Anstalt v.

SYDL. TELEMARKEN
1:500000
NORDSØ
Kongsberg
Drammen
Hitterdal
Arendal u. Kristiansand
Mandal
Stavanger
Kilom.
Engl. Miles
Norsk. Mil.
Wagner & Debe

for the second fortnight, and afterwards 15 kr. per week. — SEA-BATHS, to the W. of the harbour. — *British Vice-Consul*, Mr. Fred. Dahm.

Laurvik, *Laurvig*, or *Larvik*, formerly the capital of the county of that name, with 11,300 inhab. and the suburbs of *Langestrand* to the W. and *Thorstrand* to the E., is beautifully situated on the *Laurviksfjord*, near the mouth of the *Laagen*.

The station lies on the quay, which the railway skirts. Pleasant walk on the long quays. The streets running inland ascend to the **Bøgeskov*, a fine beech-plantation above the highest houses on the N. side of the town. Near the entrance are a café and a music pavilion, where a band often plays in the afternoon. Among the finest of the walks in the wood is that leading from the pavilion to the right (N.E.) to a point commanding a fine view of the Farisvand to the left. Another walk may be taken from the station to the E. to *Laurviks Kirke* (fine view of the fjord), and to *Herrgaardsbakken* (in all 1½-2 hrs.).

The train (best views to the right) crosses the *Fariselv* (which drives the *Fritsø Jernværk* and several other factories), ascends to the *Farisvand*, and skirts its W. bank, passing through a series of short tunnels. The scenery is a pleasant mingling of field and wood. — 169 Kil. *Tjose;* 182 Kil. *Aaklungen*, on the small lake of that name (135 ft.). Then past several lakes. 188 Kil. *Birkedalen* (235 ft.); 191 Kil. *Eidanger* (Hotel), ½ hr. from the station, pleasantly situated amid woods on the *Eidanger Fjord* (railway to *Brevik* under construction, see p. 7).

195 Kil. **Porsgrund** (*Stiansen's Hotel; Victoria*, with café), a town of 3800 inhab., lies on both banks of the *Skiens-Elv*, which descends from the Nordsjø and enters a bay of the *Friersfjord* 1½ M. below the town. — We now ascend the left bank of the broad Skiens-Elv through a smiling district with numerous farms. A tunnel is traversed near —

204 Kil. **Skien.** — **Hotels.** *ROYAL HOTEL, at the corner of the Telemarks-Gade and the Torv-Gade, with 16 rooms (2 kr.; D. 2 kr.); *HÖIER'S HOTEL, Jernbane-Torv, near the rail. station and the pier of the sea-going steamers, commercial, R. 2, B. 1, S. 1½, D. 2 kr.; GRAND HÔTEL (landlord speaks English), at the W. end of the Telemarks-Gade, with view of the wharf of the Telemarken steamers. — *Café-Restaurant* in the *Festivitets-Lokal;* also good warm baths (¾-1 kr.; tickets opposite, at the confectioner's).

Post Office, in the Kongens-Gade.

Steamers. To Telemarken twice daily, (once on Sun.), both to *Ulefos* and *Dalen* and to *Ulefos* and *Hitterdal* (p. 30); pier nearly ¾ M. from the rail. stat. (cabs in waiting). — Sea-going steamers ply to *Porsgrund*, *Langesund*, *Christiania*, and *Fredrikshald* (once or twice a week).

British Vice-Consul, Mr. Jas. Franklin.

Skien (pron. *Sheen*), the ancient *Skida*, a commercial and industrial town with 9000 inhab., dates from the 14th cent., but has been repeatedly burned down (last in 1886) and rebuilt in a more substantial style. Skien is the birthplace of the dramatist Henrik Ibsen (b. 1828). The town lies on the N. bank of the *Skiens-Elv*, which here breaks through a rocky barrier in two falls and forms a

roomy harbour. In the Jernbane-Torv, at the harbour, are the *Railway Station* and the handsome *Raadhus*, with its arcaded vestibule. The broad Prindsens-Gade ascends hence to the new *Church*, a Gothic brick building by J. H. Bergh, with two lofty spires. The square in front of the church is adorned with a fountain and is adjoined by *Skien's Festivitets-Lokal*, with a public library, baths, and a café-restaurant. — The street named 'Broerne' (bridges) ascends from near the wharf of the Telemarken steamers to the *Damfos* and the *Klosterfos*, the two waterfalls mentioned above. On a small island between them formerly stood the nunnery of *Gimsø*, founded in 1110. — On the steep *Bratsbergklev*, to the S.E. of the town, are the ruins of the *Bratsberg Chapel*, which has given its name to the entire district (fine view by morning light). It is reached from the rail. station in 20 min. by the Ny Skotlandsvei and a flight of wooden steps.

The TELEMARKEN STEAMER, which starts above the Damfos, ascends the *Skiens-Elv*, passes several factories, and reaches (1/2 hr.) the three **Locks of Løveid*, constructed in 1861 to meet the different levels of the Nordsjø and the Skiens-Elv and hewn, like those of Trollhättan, out of the rock. The passage of the locks takes 20 minutes. The fourth lock is used when the water is exceptionally high.

The steamer next passes several small islands and soon enters the **Nordsjø** (50 ft.), the chief lake of Telemarken, 28 Kil. (17 1/2 M.) in length and receiving the overflow of several other lakes. The banks are surrounded by low wooded hills. High up to the right, near the entrance, is the *St. Mikaelshul*, or St. Michael's cave, where Roman Catholic services were formerly held. Farther on we have a view to the right of the church-tower of Romnœs and of the N. part of the lake traversed by the Hitterdal steamer (p. 30). In about 2 hrs. after leaving Skien we reach —

Ulefos *i Holden* (*O. P. Sondresen's Hotel*, at the pier), situated on both banks of the *Eidselv*, which descends from the great Telemarken lakes and here enters the Nordsjø. Its water affords the motive power of several mills and factories. One of the finest of the pretty private residences is the castellated villa of Hr. Nils Aall, with its garden (right). To the left is the church of *Holden*. — Steamer to *Hitterdal*, see p. 30.

Ulefos is the starting-point of the ***Bandak-Nordsjø Canal**, constructed in 1889-92 at a cost of 3,000,000 kr. to overcome the difference of level (190 ft.) between the two lakes. It follows the channel of the Eidselv and is 17 Kil. long. The work offered special difficulties, as some of the 17 locks could not be hewn out of the rock but had to be formed with the aid of enormous dams of masonry. The steamboat takes 2 3/4-3 hrs. to ascend from Ulefos to Hogga, the last lock (in the reverse direction 2 1/2 hrs.).

The *Ulefos*, the lowest fall of the Eidselv, is 36 ft. high. The steamer ascends this height by three locks. At the top is an arched

wooden bridge. The first station is *Aaheim* (Aaheim's Hotel, R. 1-2, D. 1-2 kr.), beyond which we reach the **Eidsfos* (32 ft. high; seen to the left), overcome by two locks. It takes six locks to counteract the fall of the **Vrangfos* (110 ft.), a little farther on. At the top of this series of locks is a gigantic dam of red granite, 106 ft. high and 70 ft. wide at its lowest part, the overflow at which also often forms a fine fall (right). The banks are here connected by a small bridge.

The steamer takes nearly an hour (40 min. downwards) to ascend from the lower Eidsfos lock to the uppermost Vrangfos lock. The traveller should therefore leave the steamer, cross the bridge just above the Eidsfos, and follow the good path on the right bank, through wood, to (25 min.) the uppermost Vrangfos lock. Near the end of this walk, to the right, is a view-point, with a stone table, affording a fine view of the whole gigantic staircase of locks. Passengers in the other direction should also take this walk.

The steamer now ascends the wide river, which has been much deepened through the construction of the dams. The banks are thickly wooded, with here and there a farm-house surrounded by crops and pastures. At an expansion of the river we see the *Nukefjeld* (1285 ft.; ascended from Ulefos in 3-4 hrs.), to the S., while the *Lifjeld* (p. 31) rises to the N. On the left (N.) bank lies the church of *Lunde*, opposite which is *Lundefaret*, sometimes touched at by the steamer. We gain 10 ft. by the lock of *Lunde* or *Grootevje*, 7 Kil. from Vrangfos, and 10 ft. more by the lock of *Kjeldal*, 3 Kil. farther on.

The last locks are at (2 Kil.) *Hogga* and raise the steamer 23 ft. The level of the lakes above Hogga is maintained by an immense dam, for the foundations of which it was found necessary to dig down 25 ft. below the bottom of the river.

Between the *Flaa-Kirke*, on the N. bank, and the station of *Strængen*, on the S. bank, the steamer enters the E. end of the **Flaavand** (235 ft.). The elk is still found in the forests on the banks. At the W. end of the lake (15 Kil. from Strængen) the steamer enters the narrow *Fjaagesund* and soon reaches the **Hvidesjø** (185 ft.). The mountains become higher and steeper: to the right rises the *Brokefjeld* (3540 ft.), to the left, in the distance, the bare *Roboltfjeld* (3345 ft.), and to the W. the pointed *Rauberg*. At the upper end of the lake lies the wooded island of *Bukø*.

To the right opens the small lake of **Sundkile* (4 Kil. long), surrounded by picturesque mountains and entered by a narrow strait crossed by a draw-bridge. The afternoon steamer (express) does not enter the Sundkile. The others pass the bridge and call at **Kirkebø** (*Hôtel Hvideseid*, at the pier), pleasantly situated at the upper end of the bay. A skyds-road runs hence to the N., passing *Brunkebergs Kirke*, about 3 Kil. distant, to (17 Kil.) Kobbervolden (p. 31). — The steamer returns to the Sundkile, rounds the promontory of *Spjosodden*, and stops at *Smedodden*, on the S. bank, near the church of **Hvideseid**, at the W. end of the lake.

From Hvideseid to Arendal (145 Kil.). The road ascends rapidly, and then descends to (7 Kil.) *Strand i Vraadal* (tolerable), a little to the W. of which lies the Vraavand (see below). Our route turns to the S. and skirts the E. bank of the *Nisservand* (795 ft.), a fine sheet of water, 34 Kil. long (steamer), affording trout-fishing. The next stages are: 17 Kil. *Vik i Nisserdal;* 26 Kil. *Homme i Treungen;* then past the *Høgfos*, formed by the Nisser-Elv; 19 Kil. *Øi i Aamli;* 16 Kil. *Nergaarden i Aamli* (good quarters); 13 Kil. *Simonstad* (p. 7). Thence to Arendal, see p. 7.

Beyond Hvideseid the steamer passes through the artificial channel of *Skarpstrømmen* (6 Kil. long), connecting the Hvidesjø with the ***Bandaksvand** (205 ft.), a picturesque lake, 27 Kil. long, enclosed by imposing mountains. The first view of the lake, beyond the station of *Apalstø* (right) and the high rocky island of *Bandaksø* (left), is very striking. Farther on, to the left, is the rock called *St. Olaf's Ship.* The scenery afterwards becomes a little monotonous, but the W. end of the lake is enclosed by a fine group of mountains belonging to the Sæterdal.

About 1½ hr. from Hvideseid, the steamer touches at *Triset*, by the church of **Laurdal** (**Bakke's Hotel*, at the pier), situated on the N. bank of the lake, amidst rich vegetation. A good road leads hence to *Ofte i Høidalsmo* (11 Kil., p. 31). — On the S. bank of the lake, opposite Laurdal, lies *Bandakslid*, also a steamboat-station, but not always called at.

From Bandakslid ('slow' station) the hill is crossed by a zigzag road to (5 Kil.) *Midtgaarden* (fast station). The road then leads to the S., past the W. end of the *Vraavand* (850 ft.; steamer), and ascends the course of the river which falls into it. This stream forms the picturesque **Lille Rjukanfos* near the road and emerges from the *Skredvand* (1085 ft.), a little higher up. We follow the E. bank of this lake to (8 Kil.) *Rindebakken* (slow station), beyond which we pass *Veum* and reach (15 Kil.) *Moland*, on the *Fyrisvand* (25 Kil. in length), on which a steamer plies without fixed time-table. Between Veum and Moland the *Bispevei* diverges to the W. to Viken in the Sætersdal (p. 5).

The lake contracts and the mountains become more imposing, especially on the N. side. About 1 hr. after leaving Triset the steamer reaches its terminus —

Dalen. — *Hôtel Dalen, a large new house, ¼ M. from the quay, with garden, electric light, baths, and a good view of the lake, R. from 2, B. 1½, D. 2, S. 1½ kr. — Hôtel Folkvang, ⅓ M. from the quay; *Hôtel Bandak, ½ M. from the pier; Tokedalen's, by the pier. — *English Church Service* in August.

Dalen, at the W. end of the Bandaksvand, into which the *Toke-Elv* falls here, is the starting-point of the new road over the Haukelifjeld. There is an abundant supply of horses and carriages, so that there is no need to bind oneself beforehand with any of the agents on board the steamer. It is advisable, however, not to be too late in starting from Dalen, as the first skyds-station is often overcrowded.

Excursion to Ravnejuvet, attractive (there and back on foot 6-7 hrs.; horse 5 kr.; no accommodation or rfmts. obtainable en route). The narrow road, beginning about ¼ M. from the quay, ascends to the N. in long zigzags, on a rocky slope 1300-1600 ft. high. After about 1 hr. the road turns inland and becomes more level. About 200 yds. beyond the farm

of (20 min.) *Reffelbræk* (post-office) we avoid the road to the right and proceed to the left to the lake and (10 min.) old timber church of **Eidsborg** (2300 ft.). The door of the latter is adorned with carving (defaced); the interior has been entirely modernized. We leave the church to the left, skirt the lake (which lies considerably below), and ascend by a poor bridle-path up the steep *Eidsborgaasen*. The path then becomes level for some time and again ascends abrnptly. The highest point (1 hr. from Eidsborg) affords a fine view of the dark-green mountains to the N. Farther on we descend, amid rocks and wood, to (1/2 hr.) a small saw-mill. A path diverges here to the left to the *Molands-Sæter*, but we go straight on across the brook. A tablet abont 10 min. farther on, on a tree to the left, indicates the way to ***Ravnejuvet**, or *Ravnedjupet*, a perpendicular rock, 1090 ft. above the turbulent *Toke-Elv*, and commanding a splendid view of the Libygfjeld and the district of Næsland. There is a constant current of air here ascending from below, so that pieces of paper thrown from the rock do not fall but are carried back over our heads. To the left, in the valley, we see the great sweep of the road described below. A pavilion commemorates the visit of King Oscar II. in 1879. — Riders and walkers may continne their jonrney to the N. from Ravnejuvet. The path at first leads through forest, and afterwards descends rapidly and crosses the *Toke-Elv*. In 1-1 1/4 hr. we reach the hamlet of *Næsland*, where the gaard of *Sandok* affords good quarters. It is also a skyds-station (to Thveiten in 1 1/2-2 hrs.; 4 kr.; p. 31).

The ROAD TO THE HARDANGER FJORD, completed in 1892, crosses the broad *Toke-Elv* by an iron bridge, about 1 Kil. from Dalen, and soon enters the forest. Farther on, at the mouth of the *Botnedal*, the old road to Mo (see below) diverges to the left. Just beyond this point the new road crosses the stream and sweeps upward, high above the brawling Toke-Elv. Where it crosses the *Rokke-Elv* walkers may avoid a long bend by ascending steeply on the left bank. The road continues to ascend for at least 2 Kil. along the W. slope of the valley of the Toke-Elv, affording a grand view of the valley and the precipitous heights to the E. (Ravnejuvet, see above). It then describes a sharp curve, still ascending, while a road to Næsland (see above), diverges to the right. The road is partly hewn in the living rock and traverses fine coniferous woods, high up on the N. slope of the valley of the Rokke-Elv. At an opening in the wood we have a peep of the church of *Mo* to the left, on a small lake. Farther on we cross the Rokke-Elv, joining the old road on the right bank. After passing the parsonage of Mo, we reach the lower end of the *Børtevand* and *Børteosen* (Inn, R. 1 kr., B. 80, S. 90 *ø.*), which lies on the lake, to the right of the road.

Above the W. bank of the Børtevand, along which the road runs up and down, rises the abrupt *Rautefjeld* (4725 ft.). The E. bank is entirely uncultivated, and rises in jagged rocky walls, sprinkled with trees. The road crosses the Børtevand and reaches —

25 Kil. **Børte**, the first skyds-station, with a small but good hotel. The bridle-path from Bredvik in the Sætersdal (see p. 6) joins the road here. The latter turns inland and crosses the ridge of *Børtegrenden*, beyond which we enjoy a fine view of the upper end of the Børtevand. We ascend gradually over the *Børteheia*, through beautiful fir-woods. The view becomes more open a short way beyond the top. The road descends in windings and joins the Hit-

terdal road at (8 Kil.) a 'Landhandleri' above the Vinjevand and Heggestøl (p. 31), which, however, are not visible from this point.

The old road, which we now follow to the left, is pretty poor. It crosses the *Rus-Elv* and ascends, though with numerous dips, through the valley of the *Smærklep-Elv* and along the E. slope of the *Smærklepfjeld*. Several farms are passed. The *Flaatebunut* on the Totakvand comes into sight to the N., and remains in view during the rest of the journey through the somewhat monotonous valley. The road crosses the river, and is here joined on the right by a footpath from Brunelid on the Totakvand (p. 29). It then turns sharply to the W. and soon reaches the pretty *Grungedalsvand* (1590 ft.), near —

29 Kil. *Rui* (Inn, fair; 12 Kil. from Heggestøl). Skirting the lake for about 1 Kil. more we reach the ***Grungedals Hotel** (R. 1-1½, D. 2 kr.).

The next part of the route, skirting the green but shallow lake, and affording a good view of the *Gurifjeld*, is very picturesque. The road, however, is rough and uneven. Beyond the yellowish-brown *Church of Grungedal* we reach the farms of *Edland* or *Eilandt*, and farther on we cross the foaming *Geislaus-Elv* and follow the left bank of the *Flaathyl-Elv*. To the left (S.), at kilomètre-stone 170 (from Skien), we see the fine *Vafos* descending from the *Nedre Langeidvand* in a series of bold leaps. The route now ascends a monotonous valley, passing a few farms, of which the two of *Flaathyl* are the most important. About halfway between Rui and Botn we pass the new hotel of *Gaukelid*. After having forced its way through a rocky barrier in a series of falls and rapids, the Flaathyl-Elv forms several *Høl*, or deep pools. The largest of the waterfalls (to the left, close to the road) is the *Lille Rjukanfos* ('little smoking fall'), the best point for surveying which is the projecting rock near its foot. The largest Høl is the *Ekelidhøl* (2290 ft.). Continuing to ascend, we at last reach —

27 Kil. *Botnen* (2590 ft.; good station; shooting and fishing), on the pretty *Vogslivand* (2500 ft.), which the road skirts. About ½ M. farther on, to the left, is the **Vogsli Hotel** (R. 1-1½, B. or S. 1 kr.), commanding a fine view of the lake.

The road passes several farms and the last sparse crops of barley and potatoes. Farther on are the **Hôtel Nystøl*, and then the *Arrebuvand* and the *Evenbuvand*. This region is almost uninhabited, a few old and dying pines alone relieving its monotony. Near kilomètre-stone 190 we reach a point commanding a fine *View of the mountains to the W.: to the left *Vasdalseggen* (5765 ft.), then *Kistebununten*, the *Kallevasheia*, and *Sveien*. Below us, to the left, lies the *Kjælavand* (2940 ft.), to the S. of which rises the *Kjælatind*. Trees disappear.

18 Kil. **Haukeli-Sæter** (**Inn*, consisting of an old wooden house and a tasteful 'stabbur' by H. Munthe, R. 1-2, B. 1, D. 1½-2,

S. 1½ kr.), at the E. end of the *Staavand* (3085 ft.), situated amidst imposing scenery, and commanding an unimpeded view of the fjeld. The peaks and even parts of the plateau remain covered with snow as late as August.

The good road leads to the N.W., skirting the Staavand. After about 10 min. we get a glimpse of the *Storefond* to the right, and ¼ hr. farther on is a ruined bridge on the left, over which the old bridle-path led. About 2½ M. from Haukeli, we cross the *Ulevaa-Elv*, which descends from the N. and forms the boundary between the districts of Bratsberg and Søndre Bergenhus; to the right it forms several low but very broad cascades. After 1 M. more we reach the *Ulevaavand* (3095 ft.; 2 M. long), to the left, the N. bank of which our road skirts. We are now in the heart of a fjeld solitude. To the right we have a fine view of the precipitous *Store Nup* and the *Storefond*, and to the left *Sveien;* in front rises the *Stafsnut*, to the right of which are the *Rekkingsnut* and the *Midtdyr Ruste.*

After a drive of 1-1¼ hr. (5½ M.) from Haukeli, we cross the *Midtdyr-Elv*, turn to the S., and at the foot of the *Dyrnut*, the E. part of the *Stafsnut*, begin to ascend the pass of **Dyreskard** (3715 ft.; watershed), the top of which we reach in ½ hr. more. To the left is a 'Varde', erected by King Oscar II. in 1879. The road now leads to the W. through a wilderness of snow and stones, sometimes descending slightly. To the right is Stafsnuten, to the left Sveien and the narrow green *Øisteinvand.* To the left, below the road, about 9½ M. from Haukeli, lies the *Midtlæger-Sæter;* and on the road is the *Nye Midtlæger-Sæter.* About 10 min. later the three houses of *Svandalsflaaene* (beer and milk in a hut on the road) and several small lakes appear below us to the left; in 10 min. more we reach the hill of *Staven*, and in 5 min. more begin to descend. To the right, below, lies the *Tarjebudal*, with the sæters of *Tarjebudal* and *Nya Støl;* to the W., in front of us, is the *Horrehei.* In 10 min. we cross by the *Risbubro* to the right bank of the *Risbu-Aa*, and then descend rapidly in huge zigzags. Near (10 min.) the *Østmanlid Sæter* we have a fine glimpse of the Røldalsvand. The scenery improves. After 20 min. we cross the noisy *Vasdals-Elv* and follow its right bank, high above the stream. In front of us is the broad *Novle-Fos*, near which the road passes 10 min. later. The river with its numerous rapids is constantly in sight. The Røldalsvand again (5 min.) comes into sight, backed by the *Holmenut* and *Røldalsaaten* (4125 ft.). A drive of 12 min. more brings us to —

30 Kil. (pay for 35 Kil. in the reverse direction) **Røldal** (**Hôtel Røldal*, R. 1½-2, B. 1¼, D. 2, S. 1½ kr.; *Gryting's Hotel & Skyds-Station*, D. 1 kr. 70 ø.; *Fredheim's Hotel*, unpretending), near the N. end of the *Røldalsvand.* On the lake, a short distance fom the road, is the church, in which have been incorporated the remains of an old 'Stavekirke'. — Farther on we cross the *Tufte-Elv* and

skirt the lake to (4 Kil.) *Horre* and the *Breifond Hotel;* see p. 96. From this point to (28 Kil.) *Seljestad* and (26 Kil.) *Odde*, see pp. 96, 97. By spending a night at Røldal the traveller will be enabled to enjoy the Seljestad road more thoroughly.

6. From Kongsberg to the Hardanger Fjord through the Numedal.

4-5 Days. Of the great routes (comp. pp. 31, 41, 46) leading from E. Norway across the Fjeld to the W. coast, this is the least attractive and is seldom used except by Norwegians. The inhabitants, however, are interesting, as they have retained many of their primitive characteristics and traditions. A CARRIAGE-ROAD with fast stations leads through the Numedal to *Brøsterud* in the *Opdal* (123 Kil.), from which driving is also practicable to *Floten*, 11 Kil. farther on. Beyond this the traveller must ride or walk. Guide, *Thore Gundersen Videsjorden* of Opdal.

The road follows the right bank of the *Laagen.*

17 Kil. *Svenesund.* We cross the Laagen and pass the church of *Svene*, on its left bank.

14 Kil. *Søndre Flesberg*, near the church of *Flesberg.* Farther on the valley contracts. We cross to the right bank by an iron bridge.

16 Kil. **Alstad** (*Inn*, well spoken of). The valley is pretty wide here. The gaard *Fikkan* or *Fekjan*, 6-7 Kil. from Alfstad, also affords good accommodation, and its owner has constructed a hut for sportsmen and anglers on the *Sorkevand* or *Sørkjevand*, 10 M. to the W. At the *Væglikirke* we cross the stream, which here forms a small fall. On the left bank is the new **Brobakken Hotel**, near the skyds-station of —

17 Kil. *Helle* (Inn). — The road ascends and then descends again to the *Ytre Nore-Fjord* or the *Kravik-Fjord* (868 ft.), along the bank of which it runs. To the left rises the *Eidsfjeld* (4940 ft.). One of the old buildings of *Gaard Kravik* is said to date from the 12th century. On the opposite (right) bank of the river are the old and the new *Nore-Kirke.* The road then skirts the *Øvre Norefjord* (12 Kil. long), passes the farm of *Sevli*, and reaches —

27 Kil. **Skjønne** (920 ft.; good quarters), with several old buildings. Beyond Skjønne the road crosses the Laagen and turns to the W. into the *Opdal.* The scenery becomes very picturesque. The *Opdals-Elv* forms several waterfalls. The road ascends rapidly to the *Fennebufjord* (1525 ft.).

11 Kil. *Liverud*, at the W. end of the Fennebufjord, near the Stavekirke of *Opdal.* We continue to ascend, passing several farms and the new church of Opdal.

21 Kil. **Brøsterud** (2625 ft.; fair accommodation). Quarters may also be had at *Nørstebø*, a little higher up.

From Brøsterud to *Neraal* in the Hallingdal a mountain-path leads in 1-1½ day. It ascends past the *Vass* and *Høfde* sæters in 4 hrs. to (17 Kil.) *Aasberg* (quarters and horses at Gunnar Aasberg's and Halvor Kjønaas's) in *Dagalien* (2750 ft.). — We again cross the fjeld to the *Skurdal* (10 Kil.; 2740 ft.; quarters at *Guttormsgaard*), and then another height by a road to the (17 Kil.) *Ustadal* (quarters at *Jeilo* and *Tufto*); lastly past several farms to *Hammersbøen* and *Hol*, near Neraal (p. 45).

For the route across the mountain to the Hardanger (100 Kil.; three days) a guide should be engaged lower down the valley, and a supply of provisions obtained. The route from the Nørstebø at first follows the sæter-path, and then traverses the lofty *Hardanger Vidda* (4000 ft.) commanding an extensive view in every direction. It leads past the *Skarsvand* to the *Skars-Sæter*, where the *Laagen* is crossed by boat. We pass the night in the tourists' hut on the *Laagelidbjerg*, or *Laagriberg* (3805 ft.).

On the second day we skirt the river, the *Gjetsjø*, and the *Store Nordmandsslæbet*, and after a walk of 10 hrs. spend the night in the tourists' hut at the meeting of the *Bjøreia* and the *Svinta*. Next morning our route leads us to the *Nybu-Sætre* (3600 ft.), on the *Nybusjø*, the first on the W. side of the fjeld *(Vestenfjeldske Norge)*. Beyond this we generally follow the course of the *Bjøreia*, which lower down forms the Vøringsfos (p. 102), and cross patches of snow, brooks, and marshes. We pass *Storlien*, *Maursæt*, and *Garen*, and reach the *Fosli Hotel* (p. 110) in time to go on to Vik the same day.

7. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord *(Bergen)*.

4 Days. As the grandeur of the scenery between Christiania and the Sognefjord increases as we go westwards, this ronte should not be chosen by travellers in the reverse direction.

351 Kil. RAILWAY to *Krøderen*, 122 Kil.; express in 4¾ hrs. (fares 6 kr. 55, 4 kr. 15 ø.), ordinary train in 5½ hrs. (fares 6 kr., 3 kr. 75 ø.). — STEAMER (Restaurant on board, D. 2 kr.) from Krøderen to *Gulsvik*, 45 Kil., daily in 2½-3 hrs. (fare 2 kr. 50, 1 kr. 40 ø.). — ROAD from Gulsvik to *Lærdalsøren*, 184 Kil., a drive of 3 days. Fast skyds-tariff. For a carriage and pair ('caleschvogn'), for two persons, the usual fare is 100 kr. (sometimes less when the demand is slack), to which a fee of 5-6 kr. is added (comp. also p. xvi).

The journey is best divided as follows: (1st Day) From Christiania to *Gulsvik*. (2nd) From Gulsvik to *Rolfshus*. (3rd) From Rolfshus to *Breistølen* or *Hegg*. (4th) Thence to *Lærdalsøren*. Or spend the first night at *Næs*, the second at *Bjøberg*, and the third at *Lærdalsøren*. It is even possible, by travelling 14-18 hrs. a day, to reach Lærdalsøren in 2 days, spending the night at Rolfshus. As almost all the stations on this route are either good or tolerable, the traveller may divide his journey as best suits his convenience. The only stations to be avoided are *Bertnæs* and *Viko*.

This is the direct route from Christiania to the Sognefjord, but is inferior in scenery to the Valders route. The name of Hallingdal is applied not only to the valley itself, but to all the lateral valleys from which streams descend into it, that is, to the whole district bounded on the N. and E. by Valders, on the S. by the Numedal, and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side-valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will still meet with cnrions old buildings, carved wooden tankards and furniture, and picturesque costumes. The inhabitants used to be noted for their passionate disposition, which sometimes found vent in the terrible 'girdle duel', in which the combatants *('Bæltespænder')* were bonnd together with their belts and fought with their knives. The natives still have a wild dance, called the *Halling-*

dans or *Springdans*, accompanied by a weird kind of music (*'Fanitullen'*) once ascribed to satanic influence. The following works may be referred to: 'Norsk Lyrik', Christiania, 1874, containing 'Asgaardsrejen', a poem by *Welhaven*, and 'Fanitullen', another by *Moe;* 'Søgnir fra Hallingdal' by *E. Nielsen;* and 'Norske Bygdesagn' by *L. Daae.*

From Christiania to *Vikersund*, 96 Kil., see R. 3. A branch-line (carriages changed) runs thence to *Snarum* and —

26 Kil. **Krøderen** (*Restaurant;* **Inn*, opposite the station), prettily situated at the S. end of **Lake Krøderen** (445 ft.), near the efflux of the *Snarums-Elv*. The steamboat-pier is $^1/_2$ M. from the station. The lower part of the lake is surrounded by smiling hills. A skyds-road runs along the N.E. bank. Beyond the church of *Krødsherred* or *Olberg*, which lies on this road, the lake contracts to the river-like *Noresund*. The road crosses here and continues its course on the W. bank. Farther on the lake again expands, and the scenery becomes wilder, especially beyond *Næs*, where the *Norefjeld* (4980 ft.) rises boldly above the lake on the left.

The interesting Ascent of the Norefjeld (10 hrs.) is best made from *Nore*, on the Noresund. We follow the road to the N. to (4 Kil.) *Skadset*, and ascend to the left, by a steep bridle-track, to the *Sandum-Sæter*, which affords a fine view of Lake Krøderen. (A night may be spent here or at the *Skadsetsæter*, 20 min. distant.) Our route runs to the N.W. through wood, crossing a lofty plateau (leaving the *Ramsaas* on the right), with a view of the mountains of Telemarken and of the *Eggedal*. It then ascends to the *Augunshaug* (4012 ft.; extensive View). The summit of the Norefjeld, called the *Høgevarde* (4980 ft.), rises 5-6 Kil. to the N.W., but nothing is gained by ascending it. From the Augunshaug we may descend direct to the E. to *Tungen* and *Ringnæs*, a 'fast' station, 11 Kil. from Olberg and 17 Kil. (pay for 25) from Gulsvik. From the Høgevarde we may descend to the N.E. through the valley of the Gulsvik-Elv to (7 hrs.), Gulsvik (see below).

In $2^1/_2$-$3^1/_2$ hrs. the steamer reaches —

Gulsvik (510 ft.; **Gulsvik's Hotel*), at the entrance to the **Hallingdal** (comp. p. 41). The skyds-station (good quarters) is about $^3/_4$ M. from the lake. The lower part of the valley is rather monotonous, and travellers arriving at Gulsvik in the afternoon lose nothing by driving the same day (in about 5 hrs.) to *Næs* (see below). The road follows the W. bank of the *Hallingdals-Elv*, and is nearly level all the way. Near the church of *Flaa*, 11 Kil. from Gulsvik, is the new **Hôtel Vik.*

14 Kil. *Aavestrud* (fair station). The road passes several lake-like expansions of the Hallingdals-Elv, on the largest of which, the *Brummavand* (575 ft.), upwards of 18 Kil. long, lies —

17 Kil. *Børtnæs*. At the upper end of the lake we reach —

11 Kil. **Næs** (**Næs Hotel & Skyds-Station;* **Svenkerud's Hotel*), a large village, with a church, the district-jail, and a number of shops. [In the reverse direction travellers may descend the river from Næs to Gulsvik by boat (about 3 hrs.; 8-10 kr.). The numerous rapids make the trip rather sensational, but there is no danger when the river is moderately full.]

From Næs to Lake Spirillen, 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends to the E. to *Lake Strøen* (good fishing; quarters at

one of the sæters), in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Ildjarnstad* (p. 47), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is 22 Kil. distant (comp. p. 47).

Scenery pleasing, with numerous farms and fine pine-woods. About halfway between Næs and Viko the road crosses the river. Farther on is **Rolfshus** *(*Berg's Hotel)*, a favourite resort and pleasant stopping-place. (Route to Frydenlund in the Valders, see p. 50.) Near —

20 Kil. **Viko** (700 ft.; mediocre quarters), beautifully situated on the Hallingdals-Elv, the valley turns to the W.

From Viko to the Valders (10-12 hrs.). The path ascends very steeply for 3/4 hr., and then leads for 3 hrs. across the *Fjeldvidde* ('tableland'), passing several sæters. We row across the *Tisleivand* (2800 ft.), a large lake well stocked with trout, which forms the boundary between the Hallingdal and Valders districts, then descend in about 6 hrs. to *Stende*, a farm-house on the *Strandefjord*, and cross the lake by a long bridge to *Ulnæs-Kirke* (p. 51).

About 2 Kil. above Rolfshus the Hallingdals-Elv, which descends from the Upper Hallingdal (W.; p. 44), is joined by the *Hemsil*, descending from the N.W. The latter forms a fine waterfall. We cross the Hemsil by the *Heslabro*, beyond which the road through the main valley leads to the left, and ascend its right bank in the **Hemsedal**, mounting the *Golsbakker* in long windings, and passing halfway up within sight of the new church of **Gol**, to the left (comp. p. 18). Beyond (10 Kil.) *Løstegaard* (1440 ft.) we again cross the Hemsil and follow the E. side of the valley, passing several farms, while the W. side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach —

16 Kil. **Kleven** *i Gol* (cheap quarters). The scenery becomes uninteresting for a considerable distance. 4 Kil. farther on is *Ekre* (2600 ft.).

From Ekre to the Valders (10-12 hrs.). A rough sæter-path ascends from Ekre to the '*Heier*', passes the *Vannenvand* and the *Storsjø* at the base of the huge *Skogshorn* (5660 ft.), and leads through the district of *Lykkja*, with its scattered houses, to the (5 hrs.) *Fosheim-Sæter*, on the *Svenskenvand* (2860 ft.), and on to the station of *Fosheim* (p. 51).

Another route to Valders diverges from our road at *Ulsaker*, between Ekre and Fauske, ascends past the base of the *Skogshorn* (see above) to the *Helsingvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the *Smaadøla*, falling into the *Svenskenvand*. It then leads along the Smaadøla to the N. end of the *Helevand* and the *Vasends-Sæter*, passes the base of the *Grindefjeld* (5600 ft.), and descends to *Grindaheim* (p. 52), about 13-14 hrs. from Ekre.

On the opposite bank of the Hemsil rises the *Veslehorn*, from which descend four small waterfalls, uniting into a single cascade during the melting of the snow. The road passes *Kirkebø*, a poor village, with the *Hemsedals-Kirke*, the last in the district before that of Borgund (83 Kil.), and 7 Kil. farther on reaches —

20 Kil. **Fauske** (good quarters), at the union of the *Grøndøla* and the Hemsil. Near Fauske the Hemsil forms the *Rjukande Fos* ('smoking fall'), to which a path leads.

Cultivation now ceases, and a few scattered sæters only are pass-

ed. The road ascends rapidly and traverses the bleak and desolate *Mørkedal*, a scene of stupendous mountain-solitude. This stage takes fully 3 hours.

20 Kil. (pay in the opposite direction for 30) **Bjøberg** (3320 ft.; **Station*, frequented by reindeer-stalkers), the last station in the Hallingdal, lies in a bleak solitude at the foot of the *Hemsedalsfjeld*. Farther on (7 Kil.) we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen. The road skirts the precipitous *Kjølberg* on the left and the *Eldrevand* on the right. To the N.E. rises the *Jøkulegge* (6280 ft.). The road, the highest in Norway (3800 ft.), then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (*Station*, rustic, but good). Then a continuous and latterly steep descent, passing several waterfalls, to the bridge of *Børlaug* on the Valders route (p. 54; 7-8 hrs. from Fauske). A little below the bridge is —

12 Kil. (pay for 15; in the opposite direction for 19) **Hegg** *i Borgund* (p. 54). — From Hegg to *Lærdalsøren* (39 Kil.), see pp. 54-56.

The Upper Hallingdal.

The *Hallingdal* in the narrower sense, or main valley (*Hoveddalføret*), ascends to the W. from Viko (p. 43) to the wild and desolate regions of the *Hardanger Vidda* ('hunting-ground'), across which toilsome paths (guides necessary) lead N.W. to the Sognefjord and S.W. to the Hardanger Fjord. Perhaps nowhere else do we receive so overwhelming an impression of the peculiar nature of the Norwegian fjelds as here, where the mountains seem to lose the ordinary characteristics of mountains, the eye resting only here and there on an isolated 'Nute' rising above the general level of the monotonous plateau. The lakes swarm with excellent fish; wildfowl nest among the rocks; and the eagle pursues his quarry unmolested. At places the ground is thickly strewn for a long distance with the droppings of the lemming (*'lemæn'*, *'lemus Norvegicus'*), a hardy little rodent, the wonderful migratory instinct of which is still a puzzle to naturalists. The reindeer follows the lemming, killing it with a blow of its hoof and eating the stomach for the sake of the vegetable contents. The air is remarkably clear and fresh, though fogs and storms are of frequent occurrence. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither picturesque nor imposing.

Viko, see p. 43. Beyond the *Heslabro* (p. 43) the Hallingdal road follows the left bank of the *Hallingdals-Elv* to *Ellefsmøen* and —

15 Kil. *Skjerping*. Near *Nybgaarden* is the old timber-built *Church of Torpe*, first mentioned in 1310 and partly demolished in 1880. The porch and doors are finely carved. The tower of the adjoining new church also contains several old carvings.

11 Kil. *Sundre i Aal* (*Station). Near it are the handsome church of *Aal*, containing some relics of the older church, and two curious houses of the middle of last century, the *Thingstue* (with paintings in the interior) and the *Gretastue*. — The road then skirts the *Strandefjord* (1480 ft.), to the S. of which rises the *Sangerfjeld* (3865 ft.), and crosses a steep hill to the (15 Kil.) *Holsfjord*

(1945 ft.), where it divides. The road to the left leads to the Ustedal and the Hardanger, that to the right to Neraal and the Sognefjord.

1. Route to the Hardanger (45-50 Kil. from Sundre). About 3 Kil. from the bifurcation (18 Kil. from Sundre) lies *Hammersbøen*, whence a rough road ascends the *Ustadal*, passing the new Ustadal church, to (11 Kil.) *Jeilo* (2675 ft.; rustic quarters; guide to the Hallingskarv 3, to Krækjahytten 7, to Hardanger 12-14 kr.). About 2 Kil. farther on is *Tufte* (3028 ft.), the highest gaard in the valley (quarters).

The huge **Hallingskarv** may be ascended from this point: the E. peak (6440 ft.) by following the course of the *Eimeheia* to the *Prestetholtsæl*; the W. peak (6435 ft.), better, from the W. end of the *Ustavand*. View of the Hardanger Vidda (p. 103) not picturesque, but very extensive.

The route from Tufte to Maursæt (two days) passes the *Smetbak Sæter*, crosses the *Ustadals-Elv* by the 'Nybro' (the key of which must be brought by the guide), ascends the *Ustaberg* to the *Berhelletjern*, passes the deserted *Monsbuheia*, crosses the tongue of land between the *Legreidsvand* and the *Ørterenvand*, skirts the S. bank of the latter, and ascends the *Svaanut* to the *Store Krækjavand*. On the N. bank of this lake lies the tourist-hut of **Krækjahytten** (4085 ft.; about 9 hrs. from Jeilo), a favourite resort of anglers, where the night is spent (guide, Ole Larsen Aker). — The following route (6-7 hrs.) is shorter. From Tufte we follow the Ustadals-Elv to the *Ustavand* (3315 ft.), cross it by boat to *Ørterdalen*, walk to the (1 hr.) *Ørterenvand*, cross this lake also, and walk (½ hr.) to the hut. Both routes have the Hallingskarv constantly in view.

On the second day (10 hrs.) we skirt the Krækjavand, and cross the river of *Krækjastubben*, near an old pitfall for catching reindeer. We then descend the *Halnebottner* to the *Olafbuvand*, cross the *Kjelda* to the *Fisketjern-Sæter*, and reach the *Smytte-Sæter*, the first in Hardanger. We next cross the *Leira*, which descends from the N., to the *Indste-Sæter*, whence the route to *Maursæt* (2445 ft.) and the *Fosli Hotel* (p. 110) is unmistakable. The imposing Hardanger Jøkul is conspicuous the whole way.

2. To Aurland on the Sognefjord (about 85 Kil.; 3 days; a guide should be engaged at Neraal or at the Gudbrandsgaard), a splendid, but fatiguing, mountain expedition. Our starting-point is **Neraal** or *Nedreaal*, 4 Kil. from the bifurcation above mentioned, and 19 Kil. from Sundre, at the N. end of the *Holsfjord* and near the *Høvelfjord*. The old timber-built *Church of Hol*, near Neraal, is attended on Sundays by the peasantry in their picturesque old-fashioned costumes. To the W. towers the Hallingskarv (see above).

At the W. end of the Høvelfjord lies *Gaard Villand*, once the seat of the turbulent family of that name, who lived here about the year 1700. Above Villand (5 Kil.) the road turns to the N. and leads past the *Sunddalsfjord* (2550 ft.) to the **Gudbrandsgaard** (2625 ft.; about 19 Kil. from Neraal; good quarters), to which driving is practicable. A sæter-track leads hence to the *Garlid-*

Sæter (2935 ft.), and along the *Øvre Strandefjord* (3120 ft.), 14 Kil. long, on which are several sæters, to the farm of *Svingaardsbotten*, the highest permanently occupied dwelling in Norway, 5½ hrs. from the Gudbrandsgaard.

The actual mountain-pass to the Sogn district begins here. The original inhabitants of the Upper Hallingdal, who belonged to the ancient Gulathing (p. 126), probably crossed the mountains here from the coast, just as Valders was originally peopled from Lærdal. The path, marked by heaps of stones ('varder'), passes *Ulevasbotten*, *Vierbotten*, and a third sæter with a herd of reindeer tended by Lapps from Røros. [From this point a sæter-path ascends the valley of the Vesterdøla to the W.S.W., passing *Gjeteryggen*, and descends the Moldaadal to the cattle-sheds of *Hallingskeiet* (a long day's walk), whence we may go on to Ose and Ulvik (p. 112).] Our path then ascends rapidly to the *Skard* ('gap') between the *Ulevasnut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bolhøvde*, where the direction is indicated by 'varder', and leads to the *Steinbergdals-Sætre*, the uppermost sæters in the *Steinbergdal*, 4 hrs. from Svingaardsbotten, and in 1½ hr. more to the **Øje-Sæter** (2935 ft.), where the night is spent (poor quarters). Passing a waterfall, we reach the (1¼ hr.) *Grønestølsæter* and the (¾ hr.) *Gaard Østrebø* (good quarters). Beyond a small lake, we next descend the formidable pass of the *Næsbøgalder*, partly by a long ladder, and partly by a path of wicker-work borne by iron rods driven into the rock, to *Gaard Næsbø*. We then pass the *Holmensæter* and (2½ hrs. from Østrebø) finally reach (1¼ hr.) the *Næsbødal*, where we cross a torrent and ascend again to **Gaard Sønnerheim**, in a magnificent situation resembling that of Stalheim (p. 124). Thence the path leads down the *Sønnerheimsgalder* and along a rapid stream to the (2 hrs.) *Vasbygdvand*, the boat for crossing which (40 min.) is to be found at *Øje* or *Stene*, 1 Kil. before the lake is reached. From *Vasenden*, at the W. end of the lake, to *Aurland* on the Sognefjord, 6 Kil. more. See p. 133.

8. From Christiania through the Valders to Lærdalsøren on the Sognefjord.

This journey may be made either viâ *Lake Spirillen* or viâ the *Randsfjord*. The Spirillen route is the more picturesque, but the steamer is small and the other arrangements are inadequate for a large number of travellers. Hence the more frequented route is by the Randsfjord. A third route leads viâ the *Mjøsen-Sjø* and Gjøvik-Odnæs (p. 50). By any of the three routes it is possible to reach Lærdalsøren in three days, but it is better to allow four or five. In the height of summer the traveller should always start betimes in order that he may reach his night-quarters as early as possible, and either secure rooms, or, if necessary, go on to the next station.

a. Viâ Lake Spirillen to Frydenlund.

238 Kil. (to Lærdalsøren 406 Kil.). RAILWAY from Christiania to *Heen*, 131 Kil., express in 4½ hrs. (fares 7 kr. 40, 4 kr. 60 ø.), ordinary train in 6 hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — STEAMBOAT from Heen to *Sørum*, 56 Kil., daily, except Sun., in 5-5½ hrs. (fares 3 or 2 kr.); or, when the river is low, to *Næs (Granum)* only, in 4½ hrs.; returning from Sørumor Næs on the following morning. Through-tickets to Sørum are to be had at Christiania. — ROAD from Sørum to *Frydenlund*, 51 Kil. Fast stations. The Drivers' Union of Heen (president, Hr. O. Gravlimoen) lets carriages from Sørum to Lærdal for 80, 95, or 110 kr. for 2, 3, or 4 persons, but recommends previous ordering by telephone to Sørum's Hotel. If the drive (on account of low water, see below) be begun at Granum, 5, 6, or 7 kr. is added to the above fares; and 10 kr. is charged for the detour to Lake Tyin (p. 152). Fares are usually reduced in the slack season.

From Christiania to *Heen*, see R. 3. The time between the arrival of the train and the departure of the steamer is usually ample for early dinner at *Bægna's Restaurant* (belonging to the captain of the steamer) or at *Anderson's Hotel*, a little farther on (D. 1 kr.). Coffee, beer, and so on may be obtained on board.

The steamer ascends the *Bægna* or *Aadals-Elv*, with its lake-like expansions. The navigable channel is indicated by buoys and stakes. To the left are the large farm of *Semmen* and (farther on) *Skollerud*, to the right the church of *Ytre Aadalen*. The banks are hilly and covered with pines. Higher up, the stream becomes very rapid, and the engines are worked at full speed. We next pass the pretty farm of *Bergsund* on the left. The mountains become higher and more varied in form. The course of the vessel is often obstructed by floating timber ('Tømmer'). About 2 hrs. after leaving Heen the steamer reaches the rapid *Kongstrøm*, which intersects an old moraine, and soon enters —

***Lake Spirillen** (490 ft.; probably from *spira*, 'to flow rapidly'), 24 Kil. long, a beautiful sheet of water, surpassing the Randsfjord. The banks are enlivened by numerous farms, with their green pastures and scanty tilled fields, while over these rise pine-clad mountains. To the left is the *Høgfjeld* (3240 ft.). The chief place on the W. bank is *Viker* or *Aadalen*, with a church, 8 Kil. to the W. of which rises the *Gyranfisen* (3540 ft.). On the E. bank lies the gaard of *Engerodden*. Passing the *Ramberg* (1680 ft.; left), the steamer comes in sight of the church of —

Næs, or *Næsmoen*, at the head of the lake, with its wild mountain-background. The Bægna enters the lake here and its mouth is crossed by a long wooden bridge, beneath which the steamer passes. To the right, just beyond the bridge, about 4 hrs. from Heen, is the station of *Granum*, where the steamer has to stop if the water is low (skyds to Sørum, 11 Kil.).

To the N.W. of Næs, in the *Øvre Hedal*, lies (22 Kil.) *Ildjarnstad*, with an interesting timber-built church (p. 27), dating from about 1200. According to tradition the whole population of this valley died of the plague in 1349-50. When the church was afterwards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions exist elsewhere in Norway and Denmark.

The Bægna is at first pretty broad; the navigable channel is marked by stakes and buoys. To the right and left are wooded hills. On the left is the *Bjørnbratbjerg*, on the right the precipitous *Valdershorn*, of which we obtain an imposing retrospect farther on. The steamer passes the rapids of *Valdersstrømmen* and again reaches smooth water (1¼ hr. from Granum, 5¼ hrs. from Heen).

Sørum (*Sørum's Hotel*, food fair, beds poor, R. 1½ kr., B. 80 ø., D. 2, S. 1 kr.), 56 Kil. from Heen, is the terminus of the steamboat, water permitting.

The road up the valley from Sørum has recently been improved. To the right, beyond the river, lies the gaard of *Hougsrud*, one of the largest in Valders (praised by Norwegians as summer-quarters). Farther on, to the left, is the ancient but modernized church of the *Nedre Hedal* at *Tolleifsrud*, where the road to the Øvre Hedal diverges to the left (see above). We now reach *Dokken i Søndre Aurdal*. To the left rises the huge rocky *Morkollen*, the base of which is skirted by the road. From the left, farther on, descends the *Muggedals-Elv*. Scenery picturesque, the mountains showing great diversity of form.

18 Kil. *Garthus* (middling quarters). To the left rises the *Tronhusfjeld*, on the right the *Fonhusfjeld*. Beyond the gaard of *Storsveen* we cross the *Høleraa*, which descends to the Bægna in a series of pretty falls. A little farther on is the farm of *Olmhus*. We then skirt the *Svartvikfjeld*. To the right opens the basin of *Bang i Søndre Aurdal*, with its numerous farms, its church, and parsonage, all on the left bank of the river. High up in the wood is the sanatorium of Breidablik. Just before reaching Fjeldheim the Bægna forms the beautiful *Storebrufos*, which the road crosses.

17 Kil. **Fjeldheim** (**Inn*, D. 2 kr.) lies on the left bank of the Bægna. — The road now forks, the right branch leading viâ (5 Kil.) Breidablik to (14 Kil.) Sveen, the left to Frydenlund.

The **Sanatorium Breidablik** lies amid pine-woods, about 2000 ft. above the sea, and commands splendid views. Its six buildings contain more than 100 rooms (pens. 112-168 kr. per month, baths extra). Director, *Dr. H. Evjen*. — Carr. and pair from Sørum or from (42 Kil.) Odnæs (p. 50) to Breidablik 18-24 kr. (also diligence from Odnæs).

The road to Frydenlund ascends on the E. side of the ravine of the Bægna. On the W. side of the valley rises the pointed *Hullekolle*, at the base of which is the old timber-built church of *Reinlid* (13th cent.), the road to which (1 hr.) diverges to the left before the Bægna is crossed. Our road is hewn out of the rock almost the whole way. Near the farm of *Jukam*, to the right, are the remains of a huge giant's cauldron (p. 267). Good view to the left of the deep gorge of the Bægna. After a drive of about 1¼ hr. from Fjeldheim we reach the highest point. The road rounds a promontory and discloses a magnificent view of the snow-mountains of Jotunheim, the Kalvaahøgda, the Thorfinstinder, and other mountains round the Bygdin (p. 155). The road then runs up and down, partly

through wood, and unites with the Randsfjord route about 2 M. before we descend to —

16 Kil. *Frydenlund* (p. 50).

b. Viâ the Randsfjord to Odnæs and thence by carriage to Lærdalsøren.

430 Kil. RAILWAY from Christiania to *Randsfjord*, 142 Kil.: express in 4¾ hrs. (fares 7 kr. 40, 4 kr. 60 ø.); ordinary train in 6-6½ hrs. (fares 6 kr. 85, 4 kr. 20 ø.). — STEAMBOAT (*Restaurant on board) from Randsfjord to *Odnæs*, 72 Kil., once or twice daily in 4½-5½ hrs. (fares 4 or 5 kr., 2 kr. 80 ø.). — ROAD from Odnæs to *Lærdalsøren*, 216 Kil., with fast stations. For the whole distance a cariole costs about 45, a stolkjærre for 2 pers. about 65 kr. The covered carriages (with two horses) offered by the Drivers' Union (*Valdresroutens Vognmansforening*) between July 10th and Sept. 10th are more comfortable. The fare from Odnæs to Lærdal for 2 pers. is 80 kr., 3 pers. 95 kr., 4 pers. 111 kr.; detour to Lake Tyin 10 kr. extra; shorter distances 34, 40, or 45 ø. per kilomètre; fee 4-6 kr. The journey takes 3-4 days. A distinct bargain should be made, both as to the fares and as to the hours of starting, halts for dining, etc. — Comp. also p. xix.

DILIGENCE twice a week between Odnæs and Lærdalsøren. Fare 34 kr., including 44 lbs. of luggage; overweight, which must be paid for, strictly limited to 44 lbs. more. When seats are engaged by 2, 3, or 4 persons of the same party the fares are 65, 80, or 100 kr. only. Extra-diligence (carriage with one or two horses) may be ordered for at least two persons at Odnæs or at Lærdal four days beforehand. In the height of the season the diligences are often full, and the inns where they stop are crowded. To secure seats it is advisable to write to *Captain Larsen* at Randsfjord, to *Hôtelier Peder Aadnæs* at Odnæs, or to *Hôtelier Lindstrøm* at Lærdalsøren, enclosing the fare; but tickets are usually obtainable on board the Randsfjord steamer or at Odnæs. Enquiry may also be made at the Tourist Offices at Christiania (p. 10).— The diligence travels fast, the fares are moderate, and meals and beds are kept in readiness for the passengers. In the height of the season it is, in spite of its comparative want of comfort, preferable to the skyds, where so much time is lost in changing horses as to prolong the journey by one or even two days.

As almost all the stations are good, the traveller may divide his journey in any way he pleases, but he should carefully avoid those stations where diligence-passengers spend the night (at present, going, *Løken* and *Maristuen;* retnrning, *Nystuen* and *Fagernæs*). After arriving at Odnæs in the evening it is possible to drive on to *Tomlevolden* in the long twilight. — Beautiful scenery almost all the way, particularly between Frydenlund and Blaaflaten (143 Kil. or 89½ M.), which will even reward the pedestrian. The detour (one day) to *Lake Tyin*, with the excursion to the *Skinegg* (p. 153), is highly recommended.

Railway from Christiania to *Randsfjord*, see R. 3.

Randsfjord Station (*Hôtel Berger*, well spoken of; *Randsfjord Hotel*) lies on the left bank of the *Rands-Elv*, at its efflux from the Randsfjord. A bridge crosses the broad river to *Hadelands Glasværk*. The pier is close to the station.

The **Randsfjord** (440 ft.), 73 Kil. long and 1-4 broad, is bounded on the E. by the fertile and populous *Hadeland*, and on the W. and N. by *Valders* and *Land*. The banks, rising gradually to a height of 2000 ft., well cultivated at places, and wooded at the top, are somewhat monotonous. Being narrow the lake resembles a broad river. The steamer, on which dinner is served in

ascending and breakfast in returning, stops in all at ten stations. The most important of these is *Røkenviken* (1¾ hr. from Randsfjord), near which is the church of *Næs*. Farther on, to the left, is the church of *Sørum*, near the station of *Bjorneroa*. To the right are the churches of *Enger* (near *Sand*), *Hov*, and *Søndre Land*. The last (½ hr. from Odnæs) lies below the point where the road from Gjøvik reaches the Randsfjord. — In 4½-5½ hrs. after leaving Randsfjord we reach —

Odnæs (*Vaarnæs Hotel*, at the pier; **Hôtel Odnæs*, ½ M. distant), the terminus of the steamer-journey. Travellers sleeping here or at Odnæs should leave very early next morning in order to get the start of the stream of tourists, and avoid spending the night at the same places as the diligence.

The Road follows the N. bank of the *Etna-Elv*, which feeds the Randsfjord, and crosses the *Dokka*, an affluent on the right. Thriving farms and beautiful birches, but scenery rather tame.

17 Kil. **Tomlevolden** (**Hotel*, with large old wooden out-buildings; landlord speaks English), in the district of *Nordre Land*. — About 7 Kil. from Tomlevolden the road crosses the Etna-Elv by the *Høljerastbro*, which affords a fine view of the Etnadal, and begins to ascend the wooded *Tonsaas*, with a level plateau on the summit, which separates the valleys of the Etna and the Bægna (p. 47). A little beyond the bridge we cross the boundary between Hadeland (p. 46) and *Valders*. About halfway between Tomlevolden and Sveen is a new inn, *Plads Trondhjem*.

17 Kil. (pay for 18) *Sveen* (new Inn) is beautifully situated on the N.E. side of the Tonsaas. The road ascends through fine forest-scenery, affording picturesque views of wooded ravines, to (3 Kil.) **Tonsaasen's Sanatorium**, a hydropathic and hotel (1980 ft.; pension 4½-6½ kr. per day, 115-170 kr. per month; post and telegraph station, with telephone), a favourite summer-resort, with beautiful walks. The road to Breidablik and Fjeldheim (p. 48) diverges here to the left.

We soon reach the wooded summit of the Tonsaas, 5-6 Kil. from the Sanatorium. A few hundred paces to the left of the road is a small belvedere (2300 ft. above the sea), commanding a *View of the beautiful and partially wooded valley of Valders, with the Strandefjord running through it, and the snow-capped Jotunheim Mts., Galdebergstind, and Thorfinstinder in the background (p. 156). The road now gradually descends and soon reaches the *Bægnadal*, where it joins the Spirillen road (p. 48), about 2 M. above —

18 Kil. (pay for 23) **Frydenlund** (**Hôtel Frydenlund*, much frequented by Norwegians, English spoken), a large village beautifully situated to the left, on the slope below the new road. On the road are the Apothecary's Store and (a little farther on) the church of *Nordre Aurdal*.

About 6 Kil. to the W. of Frydenlund, on the S. bank of the *Aurdals-*

fjord, into which the Aabjöraa descends in a considerable fall, lies the *Pension Hove* (70 kr. per month). Thence a path leads viâ *Sanderstølen*, a Sæter inn, to (10-11 hrs.) *Rolfshus*, in the Hallingdal (p. 43).

The road, now nearly level, runs high above the Bægna, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, from which the Bægna issues. Another fine view at *Onstad*. The road passes the *District Prison*. On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergs-Elv*, which forms the *Kvannefos*. To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Faslefos*, a fall of the Bægna. We now reach the beautiful **Strandefjord** (1170 ft.), a narrow lake 12 M. long, through which the Bægna also flows.

13 Kil. **Fagernæs** *i Nordre Aurdal* (**Hôtel Fagernæs*, with telephone, R. 1 kr. 20 ø., B. or S. 1 kr.; **Hôtel Fagerlund*, R. 1 kr. 50, D. 1 kr. 80, S. 1 kr. 25 ø.) lies amid woods on the N. bank of the lake, at the influx of the *Næs-Elv*. This is a charming spot for some stay, and the names ('fair promontory' and 'fair grove' respectively) are appropriate. It is much frequented in summer by Norwegians and by English anglers. The road through the Østre Slidre to Lake Bygdin (p. 155) diverges to the right at the Hôtel Fagerlund. About 5 min. on this side of the cross-roads is a steep path ascending to the right to a pavilion commanding a fine view of the lake.

The Lærdal road crosses the *Næs-Elv*, with its pretty cascades, and follows the bank of the Strandefjord, passing the churches of *Strand* or *Svennæs* and (about 10 Kil. from Fagernæs) *Ulnæs*. Near Ulnæs a long bridge crosses to the opposite bank of the Strandefjord, from which, by the farm of *Stende*, a path leads to Viko in the Hallingdal (p. 43). To the W. rise the snow-mountains on the Vangsmjøsen and several of the Jotunheim peaks.

The upper part of the Strandefjord is called the *Granеimfjord*. The road gradually ascends to —

15 Kil. **Fosheim** (*Hotel*, with baths). The lake narrows to a river, the Bægna. The bridge, reached in 6 min. by the road leading to the left from the hotel, is crossed by the routes to the *Aalfjeld* (ascended in 4-5 hrs.; horse 4 kr.) and to the *Fosheim Sæter* (2865 ft.; 1½-2 hrs. from Fosheim, comp. p. 43), a dépendance of the Fosheim Hotel, at the S. end of the *Svenskenvand*, generally full of English and other anglers.

Beyond the church of *Røen*, which lies above the road to the right and is not visible from it, the river expands into the *Slidrefjord* (1200 ft.), whose N.E. bank the road skirts. About 9 Kil. from Fosheim we reach the beautifully situated stone church of **Vestre Slidre** (1255 ft.), which commands a fine view of the lake. A narrow road diverging here to the right crosses the *Slidreaas* to *Rogne* in *Østre Slidre* (p. 154). Farther on, to the left, is *Einang's Hotel*, at *Volden*. Beyond the house of the 'Distriktslæge', or physician of the district, which stands on the road (right), a gate and

private road to the right lead in 5 min. to the height crowned by the **Hôtel Ølken* (1400 ft.; 3½-4 kr. per day), a favourite summer and health resort, generally crowded in summer. The *Vinsnæs Hotel*, just beyond kilomètre-stone 90, is also apt to be over-filled. Farther on is the church of *Lomen*, known to have existed in 1325 but almost wholly modernized.

14 Kil. **Løken** (**Ødegaard's Hotel*, landlord speaks English) is finely situated on the Slidrefjord and commands a good view of the lake, with its numerous islands, and of the snow-clad mountains to the W. of it.

The **Hvidhøfd* ('white head'; 3360 ft.), a peak of the Slideraas, may be ascended from Vestre Slidre or Løken in 2-2½ hrs. At the top is the new *Høifjeld's Hotel*. The view embraces the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces farther on rises the **Kvalehøgda*, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

The road now runs mostly through wood, on the left bank of the Bægna, which about 6 Kil. beyond Løken forms a fine fall called the *Lofos*. We then cross the *Vesleaa* and approach the brawling Bægna more closely. A road to the right leads to the church of *Hurum*, mentioned in a document of 1327. Our road crosses the Bægna and passes the *Vangsnæs Hotel* (right). Later we cross the *Ala-Elv*, descending from the mountains to the left.

15 Kil. **Øilo** (1475 ft.; **Hôtel Vang*), situated at the foot of the *Hugakollen*, 150 paces to the left of the road, is a resort of artists.

The road here reaches the ***Vangsmjøsen** (1535 ft.), a splendid Alpine lake, 19 Kil. long, and follows its S. bank. It is largely hewn in the rock, especially beyond the promontory and along the steep face of the *Kvamsklev*. In spring and autumn the road is sometimes endangered by falling rocks. At the worst point it is protected by a roof. Grand survey of the lake. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. To the N. is the *Drøsjafos*. A little farther on, to the right of the road, is the *Church of Vang*, which replaces the old *Stavekirke* ('timber church'), purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Kosa sunir ristu stin thissi aftir Kunar bruthur sun*' ('the sons of Gosa erected this stone to the memory of Gunar, their brother's son').

10 Kil. **Grindaheim** (**Hôtel Fagerlid*, D. 1 kr. 80 ø.; **Vang Hotel*, kept by Ole For; English spoken at both) is beautifully situated on the Vangsmjøsen, just beyond the church. To the S. rises the huge *Grindefjeld* (5620 ft.; ascent in about 4 hrs.).

The road continues to skirt the lake. Opposite rises the imposing N. bank of the lake, on which tower the conspicuous *Skodshorn* (5310 ft.), of which a phenomenon similar to that seen on the Lysefjord (p. 93) is recorded, and the *Skyrifjeld* (5115 ft.). About

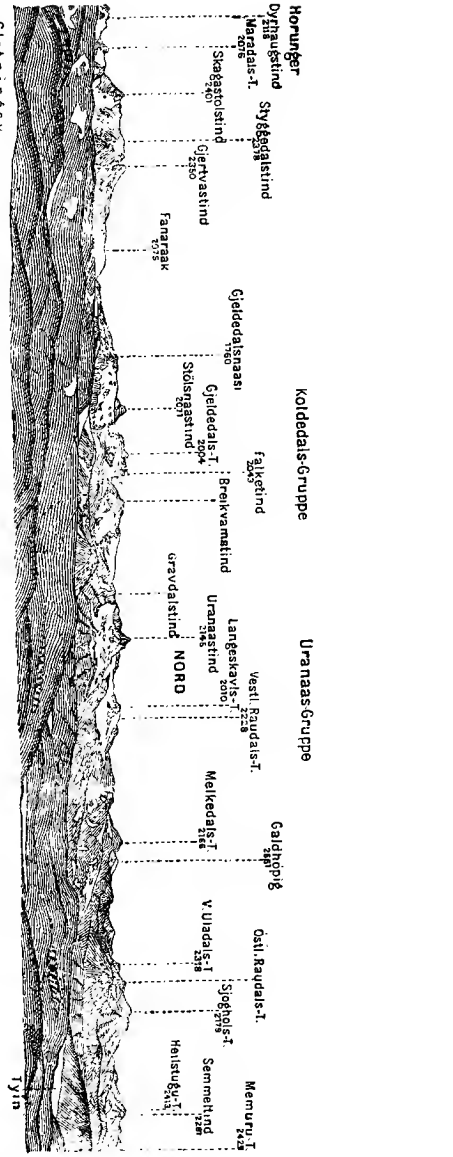
12 Kil. from Grindaheim, near the W. end of the lake, into which the Bægna plunges in a picturesque fall, lies the church of *Øje*. The road crosses the stream and ascends to the small *Strandefjord* (1675 ft.). At the end of this lake is a high but inconsiderable waterfall. The ascent becomes steeper and the scenery wilder. A few farms are now seen on the sunny (N.) side of the valley only. The rough old road follows the S. side of the valley. The new road crosses the Bægna and reaches —

17 Kil. **Skogstad** (1885 ft.; **Inn*, English spoken).

The new road passes the farms of *Opdal*, at the entrance to the *Horndal*, which ascends hence to the *Horntind* (4775 ft.), a peak commanding a splendid panorama of the Jotunheim Mts. It then gradually ascends along the N. slope, and after 3 Kil. recrosses to the right bank of the Bægna, which forms several falls. A high but not voluminous fall also descends from the *Raubergskamp* (4130 ft.), to the right.

Beyond kilomètre-stone 140 the road once more crosses the Bægna, and then, at a cottage, forks, the right branch leading to *Lake Tyin* (p. 152), and the left to Lærdal. To the right, as we follow the latter, is the *Stølsnæsi*. To the left lies the small *Utrovand*, above the S. foot-hills of which rises the summit of the *Borrenæsi* (4140 ft.). To the right is the Stugunæse.

11 Kil. (pay for 17) **Nystuen** (3250 ft.; **Knut Nystuen's Hotel*, R. 1 kr. 50 ø., B. 1, S. 1 kr.; English spoken), originally a Fjeldstue, or hospice, built by government, situated on the barren *Fillefjeld*,



at the S. base of the steep *Stugunøse* (4825 ft.) and above the N. bank of the Utrovand.

The Ascent of the *Stugunøse (4825 ft.) takes about 2 hrs. from Nystuen (4 hrs. there and back). The general direction can hardly be mistaken (guide not indispensable), but the construction of a proper path is much to be desired. We bend to the right from the road, about 5 min. to the W. of the hotel, and farther on (no path) ascend along the E. side of the brook. At the top we turn to the right. The summit commands a splendid survey of the Jotunheim range, of which the annexed sketch, after E. Mohn's Panorama published by Beyer of Bergen (2½ kr.), will convey an idea. Farther to the left, above the lower hills, several peaks of the Horunger are also visible, particularly the Austabot-Tind with its glacier. Farther to the right, beyond the Skinegg, are seen the snow-mountains to the N. of Lakes Gjende and Bygdin, the latter finely grouped, from the Sletmarkpig to the Thorfinstinder and the Kalvaahøgda.

An interesting but fatiguing excursion of 6-8 hrs. may be made to the fjeld to the S. of Nystuen to see the reindeer, which are brought here by the Lapps in summer for pasture to the number of about 2000. We row across the Utrovand and follow a rough path to (1¾ hr.) the 'Gamme' or Lapp hut. We then make our way, with guide, to the ravine on the N.E. side of the Suletind, and through this till we come in sight of the other side of the valley. Hundreds of reindeer may be seen on the snow-fields here about midday; they are half-wild and take flight on any attempt to approach them. Comp. p. 234. — On the way back we enjoy a fine view of the Jotunheim, similar to that from the Stugunøse.

Beyond Nystuen the road reaches its highest point (3294 ft.), on the watershed between E. and W. Norway. About 2 Kil. from Nystuen, on this side of the *Kirkestøl-Sæter*, the old road diverges to the left, skirting the imposing *Suletind* (5805 ft.), and rejoins the new road near Maristuen (2-2½ hrs., but hardly advisable on account of the marshy ground). Beyond kilomètre-stone 150 the new road passes a column which marks the boundary between the Stifts of *Hamar* and *Bergen*. The road then skirts the *Fillefjeldsvand* or *Upper Smeddalsvand* and the *Lower Smeddalsvand* (3085 ft.), with the *Sadel-Fjeld* rising opposite, ascends rapidly to the *Bruse-Sæter* (3240 ft.), and descends thence, high above the foaming *Læra*. The more luxuriant vegetation (birches, aspens) testifies to the milder climate of the W. slope.

17 Kil. (pay for 22 in the reverse direction) **Maristuen** (2635 ft.; **Knut Maristuen's Hotel*, R. 1½, B. 1¼, S. 1¼ kr.), the second 'Fjeldstue' on the Fillefjeld, originally founded as an ecclesiastical hospice in 1300.

Below Maristuen the road crosses the stream issuing from the *Oddedal* and passes kilomètre-stone 50 (counted from Lærdalsøren). It then descends very rapidly and crosses to the right bank of the Læra by the *Haanungbro*. At *Børlaug*, about 4 Kil. above Hæg, the Hallingdal route, crossing the river by a bridge, joins our route on the left (p. 44).

13 Kil. (pay for 17) **Hegg** (1480 ft.; *Hotel*, well spoken of).

Beyond the farm of *Kvamme* the road again bends to the S.W. and is nearly level, traversing the former bed of a lake, the S. enclosure of which was the Vindhelle (p. 55). Numerous gaards. About 9 Kil. from Hegg and 4 Kil. from Husum the road reaches

**Kirkevold's Hôtel Borgund* (R., B., & S. 1 kr. each, D. 1 kr. 80 ø., pens. 4 kr.) and the small, age-blackened —

***Church of Borgund** (key at the inn; 1-2 pers. 40, each pers. more 20 ø.), the best-preserved '*Stavekirke*' in Norway, perhaps dating from 1150 or earlier, though first mentioned in a document of 1360. It has been carefully restored by the Norwegian Society of Antiquaries, whose property it is, and shows the original character of this kind of church with great accuracy. The ornamentation, especially on the lofty portals, belongs to the best of its kind. The interior consists of a nave and aisles, with twelve columns, adjoined by an aisleless choir with a semicircular apse (this last, perhaps, not a part of the original church). When the doors are shut the interior is in almost total darkness, light being admitted only by tiny openings in the walls. The use of window-glass was unknown in Norway at the time of its construction, and the service probably consisted solely of the mass, chanted in the candle-lighted choir, while the congregation knelt devoutly in the dark nave. No 'Stave-kirker' were built after the Reformation. On the W. portal are the Runic inscriptions: — *Thorir raist runar thissar than Olau misso* (Thorer wrote these lines on St. Olaf's fair), and *Thittai kirkia a kirkiuvelli* (This church in the church-ground). The form of these runes affords a clue to the probable date of the building. — The *Belfry* ('Støpel'), standing between the old church and the large new one erected on the same model, is old but was restored about 1660.

A few hundred yards beyond the two churches the road enters the picturesque ravine of the *Svartegjel*, which the Læra has formed in forcing its passage through the huge rocky barrier of the *Vindhelle*. The grandest point is the *Svartegjelfos*, close to the entrance. Farther on, to the left, at the mouth of the *Dylma*, lies *Nesdalen*. The gorge then again contracts to the *Grimsøigjel*.

After seeing the waterfall in the Svartegjel, walkers may return to the Hôtel Borgund and ascend behind it, between the houses and the barns, to the OLD ROAD, recognisable by the telegraph-poles. By ascending this to the left, we obtain a good view of the churches from above. Beyond the ridge the road descends in rapid zigzags, affording views of the Lærdal. From the Hôtel Borgund to Husum by this route is a walk of ½ hr.

13 Kil. **Husum** (1070 ft.; **Hotel*, D. 1 kr. 80 ø., landlord speaks English). The Læra here forms the small cascade of *Holgruten*, a good point for anglers.

The road soon enters another grand ravine, crossing the boisterous river by the *Nedre Kvammebro* and skirting the overhanging rocks close to its left bank. To the N. of the gorge, at the base of the precipice along which the old road ran, is the gaard of *Galderne*. The water-worn rocks show distinctly how much higher the bed of the river must once have been. At one point the old bed of the stream has been utilised for the passage of the road, for which part of a 'giant cauldron' (p. 267) has been hewn away. Farther on, to the right, is the picturesque *Store Soknefos*.

As soon as the ravine expands we come in sight of *Gaard Sæltun*, situated on a huge mass of debris (*'skred'*). The road crosses the river and follows its right bank. It then intersects the deposits of the *Jutul-Elv* (fall to the right) and traverses a broader part of the valley, from which the *Opdal*, closed by the snow-clad *Aaken* or *Okken* (5685 ft.; grand view; guide in Husum), diverges to the S.E. Several old moraines are passed.

15 Kil. *Blaaflaten* (Hotel) lies a little to the left of the road. Behind is the small *Bøfos*. The valley is still enclosed by lofty mountains, on which the ancient coast-terraces are noticeable (comp. p. xxxi), rising in steps and forming straight horizontal lines. The road crosses the river by the *Voldsbro* and passes the church of *Tønjum*. By the farms of *Æri*, where the valley suddenly trends towards the N., we have a particularly good view of the above-mentioned terraces. Looking back, we obtain another view of the Aaken, with its peculiar crest. Lastly the valley turns towards the W. On the right, near *Øie*, is the fine *Stønjumsfos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

11 Kil. **Lærdalsøren**, see p. 134.

9. From Bredevangen in the Gudbrandsdal to Marok on the Geiranger Fjord.

174 Kil. Road, with fast stations. This route is of importance for continuing the journey from Røjshjem (p. 149) to the W. coast, and also as an approach to the district of Jotunheim (R. 23).

The journey takes 2½-3 days. As the only striking part of it is the descent to the fjord, it should be taken from E. to W. The road slowly ascends the Otta to the top of the fjeld, runs level for some way, and suddenly plunges down to the fjord, over 3000 ft. below. The transition from the Alpine climate of the fjelds to the genial temperature of the fjords is nowhere so rapid. This last part of the road (made by Capt. H. Rosenquist in 1882-89) is magnificently engineered. — Good quarters at *Lindsheim*, *Polfossen*, and *Grotli* (the last two especially).

Bredevangen, see p. 67. — The road diverges to the left from the Gudbrandsdal route at Kringlen (p. 67), crosses the Laagen, and ascends the wooded and monotonous *Ottadal*.

11 Kil. *Aasoren*. The road follows the foaming river, partly through wood. About two-thirds of the way to Snerle the road from Bjølstad i Hedal (p. 67) joins ours, coming across a bridge on the left. We then pass the old farms of *Tolfstad* and *Bjørnstad*.

16 Kil. *Snerle* (omit *r* in pronunciation). The valley expands, and the snow-capped Lomsegg (p. 150) becomes visible in the distance. Near Sørum our route is joined by the road coming from Laurgaard (p. 68) viâ *Nordre Snerle* (21 Kil.).

7 Kil. **Sørum** (*Station*, mediocre), about ¾ M. from the old church of *Vaage*, first mentioned in 1270 and expanded, partly with the use of the old materials, into a cruciform church in the 17th century. The old ornamentation points to the beginning of the 12th cent. as the date of the original building.

The road now follows the S. bank of a lake 36 Kil. long, called the *Vaagevand* (1135 ft.) in its E. and the *Ottavand* in its W. half. Beyond the gaard of *Volden*, about 12 Kil. from Sørum, a road diverges to the right to Lake Gjende.

From Sørum we may drive by cariole in about 9 hrs. by the (18 Kil.) *Storviksæter*, past the *Lemundsjø*, and by the large group of sæters called (11 Kil.) *Randsværk* (2300 ft.; quarters) to the (18 Kil.) **Hindsæter** (3150 ft.; quarters). Then walk, chiefly following the Sjoa, in 1 hr. to the *Russlien Sætre* (p. 160), and thence to Gjendesheim in 4 hrs. more.

A little farther on we pass the mouth of the *Tesse-Elv*, which descends from the *Tessevand* (3020 ft.), and forms several fine cascades. (The lowest fall may be visited in $^1/_2$ hr.; the highest, the *Oxefos*, in $1^1/_2$-2 hrs.) Just beyond this stream is the gaard *Storvik* (tolerable quarters). Opposite, on the N. bank of the lake, rises the *Skardhø* (5340 ft.).

20 Kil. *Garmo* (indifferent quarters). Farther on, the Lomsklev conceals part of the lake, which now takes the name of *Ottavand*.

Facing us rises the huge *Lomsegg* (p. 150), at the foot of which the *Bævra*, descending from the snow-mountains of Jotunheim, falls into the lake. The road crosses the stream, which forms a fall by the bridge and carries its deposits far into the lake. Just beyond the bridge, on an old moraine, is the ***Church of Lom** (1290 ft.), an old 'Stavekirke' (p. 27), known to have existed in 1270 and afterwards transformed into a cruciform structure, when the W. side was lengthened and the lofty spire built. The apse is old and has the usual round tower. The interior, with its nave and aisles, supported by 26 flat-hewn columns, has lost its original character through the introduction of a new ceiling. A silken flag with a hand holding a sickle is said to commemorate the introduction of irrigation into this district, where rain is scarce. By the Præstegaard is an old 'Stabbur'. — Beyond the church the road forks. The branch to the left ascends the Bæverdal to *Røjshjem* (15 Kil.; p. 149). On this road, about 1 Kil. from the fork, lies the station of —

15 Kil. **Andvord** (tolerable quarters). — Our road continues to follow the S. bank of the Ottavand. On the right, beyond the lake, we observe the *Loms-Horûng* (5660 ft.). The country here is tolerably well peopled. The fields of rye and barley, which have been the regular crops here from time immemorial, are frequently irrigated by means of large shovels ('skyldrek'). We pass the former station of *Aanstad*, which has just been rebuilt, and the church of *Skeaker*, which lies a little to the right of the road.

12 Kil. *Præstegaarden* (poor station). — The road soon crosses by an old bridge to the left bank. Farther on it traverses thick deposits of sand, the remains of old moraines. On the right we pass the confluence of the *Aur-Elv*, descending from the *Aursjø*, with the bluish-green *Otta-Elv*. On the left soon opens the *Lunderdal*, with its immense moraines, bounded on the S. by the glacier-clad *Hestbrœpigge* (p. 147), by the *Holatinder* in the background, and on the

N. by the *Grotaafjeld* (6380 ft.), the *Tværfjeld* (6365 ft.), and the *Svaahø* (6135 ft.). Farther on we recross the Otta-Elv by a bridge in the old Norwegian style. The distant snow-peak ahead of us is the Skridulaupen (p. 59).

9 Kil. *Flekhøi* (indifferent station, with rather high charges), to the left of the road. Better food and quarters are afforded by the former station of **Lindsheim** (*Lars*, the landlord, is well-informed, and also acts as a guide; private skyds 13 ø. per Kil.), 2 Kil. farther on.

FROM LINDSHEIM TO THE SOGNEFJORD, a grand expedition, 15-18 hrs. in all. A road, turning to the left beyond the Nordbjergskirke (see below) and ascending the *Brotedal*, leads viâ (17 Kil.) **Mork** (2190 ft.) to the *Liavand* (2475 ft.), whence we go on by a footpath to the *Sota-Sæter* (2625 ft.), where a club-hut is projected by the Norwegian Tourists' Society. Here we may turn to the S. and ascend past the Tundredalskirke to the *Rausdal* and descend through the *Mørkereidsdal* to *Skjolden* (p. 137). Or we may proceed to the W. to the *Røkjeskaalvand* (3070 ft.), where the night may be spent at the (22-25 Kil. from Mork) *Musubytt-Sæter*. Next day the *Svartbytdal* is ascended to the *Hanspikje* (4520 ft.), whence the route descends steeply through the *Sprangdal* to the *Faaberg-Støl* (p. 134), 20-25 Kil. from the Musubytt-Sæter.

Our road now passes the *Nordbjergskirke* (left). The *Opnaaset* becomes visible beyond the Skridulaupen. On the right the *Gjødingsbæk* descends from the *Sletflykamp* (6160 ft.). The *Domma Bridge*, by which we cross the Otta-Elv, commands a view of three valleys, the *Tundradal* to the S. (with the snow-clad Tundradals-kirke in the background; p. 147), the *Brotedal* to the W. (see above), and the *Billingsdal* to the N. The road ascends rapidly through huge rocky debris ('Ur'), overgrown with firs and pines, to the last-named valley. On the left flows the Otta-Elv, which here forms the *Øibergsfos*. We continue to follow the gorge of the brawling Otta and reach the *Høgerbottenvand*, from which its foaming current issues. The lake contains several islands. In the background is the *Opnaaset;* to the right, on the hill, lie the *Høgerbotten-Sætre* (3020 ft.). Passing two saw-mills, we next reach the *Fredriksvand* and the long *Polvand* (1930 ft.). Towards the end of the latter the **Rauddal** opens to the left, commanded on the N. by the snow-clad *Skridulaupen*, with the *Framrusthovd* and the *Glitterhø*.

19 Kil. (pay for 23) **Polfossen** (**Christ. Hjelter's Inn*, with about 50 beds, R. 1-1½ kr., B. or S. 80 ø.-1 kr., D. 1½, pens. 3-4 kr.; telephone; landlord speaks English), finely situated amid wood, near the fine series of falls called the **Polfos*, which is overlooked by a bridge. Trout-fishing may be enjoyed here.

By crossing the bridge and proceeding towards the N.W., we reach the *Botten-Sæter*, which lies on the Glitters-Elv, the outflow of the Glittersvand. To the S.W. lies the *Framrust-Sæter* (2990 ft.), whence a trying but well-defined and grand route leads through a wild district to (14-15 hrs.) the Strynsvand. The path ascends through the *Rauddal*, skirting first the long *Rauddalsvand* and then the *Rauddalsbræ*. After reaching the *Kamphamre*, the 'varde' at the top of which is named *Store Rasmus* (4065 ft.), we descend rapidly into the *Sundal* and through the *Hjelledal* to *Hjelle*, on the Strynsvand (p. 180). — Comp. also the description of the passes leading from Lindsheim viâ Mork to the Sogne district (see above).

Kilom.
1 : 500.000
Engl. Miles
Veblungsnäs
Blaafjeld
Lihornet
Sylte
Troldkirken
Hanedalstind
Midthöa
Nordalen
Vasdals H.
Neskopiind
Uggurdalstind
Skirtfj.
Högtunga
Laagtunga
Högthornet
Meleggen
Pyteggen
Jordhorn
Skauren
Torrlötsa
Storfj.
Röddalseggen
Karitind
Troldkirk.
Berkelvö
Storhö
Gjeitfonddegg
Tverfjeld
Sletdals Fj.
Thorsmaas
Karihö
Bolhö
Laushö
Blaahorn
Keipen
Geiranger
Skathorn
Vindaas H.
Flydals H.
Djupedal
Storbrun
Kröshö
Thordals-kirk
Rundhorn
Breidalseggen
Holedals Fj.
Djupvasseggen
Breidalsv.
Stolshydna
Ginsdals egg
Valsvendeggen
Valsvendedal
Rauaava
Midtstöls hydna
Raudeggen
Skridulaupen
Framurushovd
Gutterhö
Kvitlenaava
Nuken
Sandgrovbr.
Raudalsvand
Opnaas
Ryghydna
Duringshö
Sikkelbrä
Säterfj.
Sognskarfj.
Söverhö
Säkkebrä
Veste fjeldkirk.
Budnaas
Skaalfj.
Svartfj.
Klubben
Kupen
Tverregjen
Tvärnugga
Tvärdal
Lodalskaupen Fj.
Rökjeskaal
Brümbba
Kolbra
Tundredals kirken
Holaander
Jostedals Brä
Rivenaas-kulen
Tvärdals kirken
Sprangdal
Krogbakke
Rumrene
Jostedal
Sygdalen
Geogr. Anst. v. Wagner & Debes, Leipzig
TAFJORD-GEIRANGER-GRJOTLI-JOSTEDAL

The road passes the falls of the Otta-Elv. The valley expands and takes the name of *Billingsdalen*. We cross a bridge over the *Kvœrnaa*, which descends on the right from the *Synstaalkirke* (4360 ft.) in a series of falls. Thousands of fallen trees ('Vindfall') rot on the ground, as there was no market for them before the construction of the road. We cross the *Thordals-Elv*, fed by numerous glaciers and snow-fields. On hills formed by debris, to the right, lie the sæters of *Billingen*, to the S. of which, on the opposite side of the Otta, are the *Aasen-Sœlre*. The country looks parched, as rain is very scarce here in summer, the result of cutting down the forests. We pass the *Vuluvand*, a pretty mountain-lake on the left, into which the *Vuludals-Elv* falls; to the right are the *Ny-Sœtre* (2685 ft.). The scenery becomes grander. The road is comparatively level. On the left is the *Skridulaupbrœ*, with the *Glitterhø* and *Skridulaupen*. In the distance, between this and the *Kvitlenaava* (6263 ft.), is the high white ridge of the *Josledalsbrœ*. We then pass the *Heimdalsvand* and *Grotlidsvand*.

18 Kil. (pay for 23) **Grotli,** *Grjotlid*, or *Grjotlien* ('stony slope'; 2865 ft.), a *Fjeldstue* or small mountain-inn belonging to government, resembling those on the Dovrefjeld (p. 71), affords good fare (bed, B., or S. 80 ø., D. 1 kr.), situated in a typical fjeld solitude. To the S. we see the long snow-field of the Skridulaupen. Grotli is the starting-point of the mountain route to the Tafjord and of the new road to the Strynsvand (see below). Reindeer and a few bears are to be met with in the environs.

FROM GROTLI TO THE TAFJORD, about 11 hrs. (guide to Kaldhus-Sæter necessary, 4-5 kr.; horse 7 kr.). The path leaves the Marok road by the bridge over the *Hamsa* (see below; the path on the right bank soon ceases), and ascends the course of that stream to its source in the *Viavande*, a series of lakes to the W. of the *Heilstugegg* and the *Langegg*. Later on it passes the *Fagerbottenvand* and descends to the *Kaldhus* or *Kalur Sæter*, on the lake of that name (1970 ft.; good entertainment in the tourist-hut). Descent to the *Tafjord* (p. 184) about 2 hrs. more.

About 2-3 Kil. farther on, beyond the beginning of the road to Stryn (left), the Marok road reaches the *Breidalsvand* (2885 ft.; 8 Kil. long), bounded on the N. by the *Breidalsegg* and on the S. by the *Vatsvendegg* or *Langvasaxeln*, and skirts its N. bank, crossing several of its tributaries. Among these is the *Hamsa*, about 5 Kil. from Grotli, where the Tafjord route diverges (see above). On a height at the end of the lake is the small tavern of *Breidablik*, not now open. We pass between the small *Lœgervand* and *Langvand*, with the *Stavbrœkker* rising on the left and the *Djupvasegg* (5400 ft.) on the right. About 8 Kil. from Breidablik a stone marks the boundary between the Christians Amt and the Romsdals Amt.

To the left appears the snowy expanse of the *Skjœringsdalsbrœ*, to the S.W. of the *Djupvand* (3300 ft.), which our road now reaches. The water of this blue lake, often ice-clad as late as August, descends to the E. to the Otta and the Laagen. The valley still rises a little

towards the right. At the top the *Kolbeinsdal* descends to the N., traversed by a varde-marked path to the Viavande, Kaldhus-Sæter, and the Tafjord (comp. above). The road skirts the Djupvand, on the S. side of which we perceive the huge rocks of the *Grasdalsegg* (5170 ft.) and the Skjæringsdalsbræ. A 'Bautasten' marks the highest point of the road (3405 ft.).

Not far from the W. end of the lake is **Djupvashytten** (about 5 Kil. from the frontier-stone; poor quarters). A new inn is to be built here.

From this inn a fjeld-path ascends to the *Grasdalsskar*, between the Grasdalsegg and the Skjæringsdalsbræ, descends rapidly past the *Grasdalsvand* to the *Skjæringsdalsstele*, and leads to Skaare (p. 66).

A few hundred yards farther on we reach the watershed between the Skager-Rack (towards which the Otta flows) and the Atlantic. The road skirts the *Rundhorn* (4900 ft.). About 1/2 hr. beyond Djupvashytten a finger-post on the left points the way to the *Jættegryde*, a giant's cauldron (p. 267), 7 ft. in diameter and 10-12 ft. deep, which lies a few steps below the road.

The **Finest Part of the Route begins here. The traveller should walk. The road descends rapidly, in sharp zigzags and over bold bridges spanning the wild torrent, to the Geiranger Fjord. Between the brink of the descent and Marok the distance is about 16 Kil., though in a straight line scarcely 6 Kil,, and the difference in height is over 3000 ft. The road ranks among the grandest of its kind, and the sudden and tremendous plunge it takes is not surpassed even among the Alps. A superb mountain-picture presents itself just beyond the giant's cauldron, on crossing the *Øvre Blaafjeldbro*. On the left rises the *Flydalshorn*, on the right the *Vindaashorn;* beyond the latter the *Saathorn* (5830 ft.), and then the *Grindalsnibba* (5030 ft.). In the distance are the heights enclosing the Geiranger Fjord. Far below lies the smiling Oplændskedal, which, in contrast to the overwhelming proportions of the fjeld, looks like an artificial park, with its winding stream and curving road. In 1/4 hr. we cross the *Nedre Blaafjeldbro*. To the right, in the angle between the Vindaashorn and the Grindalsnibba, appear two picturesque waterfalls, the *Tverabøfos* and the *Klevelfos* or *Kvandalsfos*. About 1 hr. later the road crosses the *Kvandalsbro*. Four bold zigzags carry us down to the highest part of the Geiranger basin, called the *Oplændskedal*, in which lie a gaard of that name and the *Ørjesæter* (to the right, 1/2 hr. from the Kvandalsbro).

The road again descends rapidly to the next region of the valley, called the *Flydal*, with view, to the left, of the *Flydalshorn* and the *Blaahorn*. Between these, high above the gaard of *Flydal*, appears the *Flydalsbræ*, a huge snowy glacier with large crevasses. About 1/4 M. beyond the Ørjesæter the road forms a 'knude' or knot, as it passes exactly under a higher part of itself. A finger-post, 20 min. farther on, indicates the way to the **Flydalsdjuv* (985 ft.), where we gaze to the left into an abyss of several hundred feet. In front

of us we see the last level of the valley, with the Union Hotel and the church of Marok. A little later the road passses the **Hôtel Udsigten* (p. 183), the view from which is similar to that from the Flydalsdjuv.

Very striking, as we descend, is the increasing number of waterfalls on every side. The largest tributaries descend on the right from the *Vesteraasdal*, and unite below the gaard *Hole*, 5 min. from the Hôtel Udsigten, where we cross the *Holebro*. About 7 min. farther on a finger-post to the right indicates the way to the white cottage of *Retiro* (p. 183) and the *Storsæterfos* (p. 183). We cross the *Kope-Bro*. The fine fall of the Vesteraas-Elv, called the *Kleivafos*, is reached by a path to the right ('100 m. over Havet'), just above the *Gjerde-Bro*.

In 1/4 hr. more we reach the *Union Hotel* (p. 182). The road crosses the *Vinje-Bro* and passes the copious *Storfos*, beyond which the river hurries with all the water of the valley to the fjord. It then rounds the hill on which the church of *Geiranger* stands, passes the *Geiranger Hotel*, and ends at the steamboat-pier of *Marok*, 41 Kil. from Grotli (see p. 182).

From Grotli to the Strynsvand viâ Viden.

From Grotli to Visnæs (p. 175), ca. 66 Kil. New road, opened in 1895, to (41 Kil.) *Hjelle*, at the upper end of the Strynsvand (carriage in 7-8 hrs.). — From Hjelle to (11 Kil.) *Bergstad* we go either direct by small boat, or by steam-launch to *Sunde*, 3 Kil. farther on (see p. 179). — Skyds Road from Bergstad to (14 Kil.) *Visnæs*.

The new Stryn Road is scarcely so wonderful a piece of engineering as the Geiranger road (see above), but perhaps surpasses it in impressive scenery. We leave the Marok road a little before it reaches the Breidalsvand (p. 59), cross, by a bridge to the left, the *Otta*, here descending from the lake, and ascend on the left bank of the *Maaraa-Elv*. In front, a little to the left, rises the *Storeløfta*. About 4 Kil. from the fork of the roads we reach the *Heilstuguvand* (3300 ft.; to the left), which we skirt. To the left is the *Skridulaupbræ*, beyond which opens the *Maaraadal*, with a background of glaciers and snow-fields. The road ascends through the *Vatsvenddal*, along the left bank of the *Vatsvend-Elv*, between the *Raudegg*, to the left, and the *Vatsvendegg*, to the right. Below, to the left, are two small lakes, through which flows the Vatsvend-Elv. Beyond —

14 Kil. *Vasvendingen*, also to the left, lies the ice-bound *Langevand*, at the W. end of which, near the boundary between Christians-Stift and Nordre-Bergenhus-Stift, the road reaches its highest point (3700 ft.). Glaciers and fields of snow surround us on all sides. Straight before us appears the finely shaped *Skaala* (p. 175), with the *Skaalabræ*. About 1/2 hr. from the W. extremity of the Langevand, we cross the *Videdals-Elv*, descending to the Strynsvand.

We follow the left bank of this stream, passing several waterfalls, and soon obtain a *View of the Strynsvand and the mountains beyond it. After 1/2 hr. more we cross to the right bank by a stone bridge, and descend the *Tystig*, passing a lofty waterfall on the right. To the left, above, is the *Tystigsbræ*. The *Videdal* descends to the Strynsvand in steps, consisting of three nearly level terraces separated by two steeper slopes, over which the stream descends in several falls. Before us we have a grand Alpine picture. In 25 min. we recross to the left bank by a stone bridge, and in 1/2 hr. reach —

15 Kil. **Viden**, or *Vie-Sæteren* (good quarters), a 'Fjeldstue' fitted up by government (p. 71), commanding a splendid *View, with fine waterfalls to the right. The road crosses (1/4 hr.) the foaming Elv. Above us to the left are several waterfalls and glaciers, descending from the *Nuken* (5890 ft.). We descend in sweeping curves round the foot of the *Aaspelifjeld* to (1/2 hr.) the bold **Gjølbro*, spanning the deep (300 ft.) ravine of the *Skjæringsdals-Elv*, which descends from the right. [A grand but fatiguing walk may be taken up this ravine to the Djupvashytte, p. 60.] Skirting this stream, we observe (1/4 hr.) the first signs of cultivation, and soon reach the new skyds-station of —

5 Kil. **Skaare** (four beds, tolerable; owner an excellent guide). Looking back, we obtain a fine survey of the waterfall, the Vide-Sæter, and the Aaspelifjeld. The road now descends through a beautiful and well-wooded valley, with cultivated fields and farms. Before us rises the conspicuous Skaala. Later appear the *Tindefjeld*, *Fosnæsbræ*, and *Brækkefjeld*, a grand picture. We pass lofty moraines, broken through by the river, and come in sight of the **Strynsvand*, at the end of which lies the skyds-station of —

7 Kil. **Hjelle** (p. 180), which is sometimes reached early enough in the afternoon to catch the steam-launch to *Sunde*. If not, we proceed to *Bergstad* by row-boat (comp. p. 179).

10. From Christiania by the Gudbrandsdal to the Moldefjord.

447 Kil. Railway from Christiania to *Hamar*, 126 Kil.; express in 3 hrs. (fares 10 kr. 70, 7 kr. 60 ø., 5 kr.), ordinary train in 4 1/2 hrs. (fares 8 kr. 20, 6 kr. 30, 3 kr. 90 ø.). Railway also from Hamar to *Tretten*, 88 Kil.; ordinary train in 4 3/4 hrs. (fares 4 kr. 40, 2 kr. 70 ø.). Or the traveller may go by steamer from Eidsvold or Hamar to *Lillehammer*, where, however, the night must then be spent. — From Tretten to *Aandalsnæs* on the Moldefjord, 244 Kil., road with fast stations (comp. also p. 49). A cariole for the whole drive from Tretten to Aandalsnæs costs about 42, a stolkjærre about 63 kr. For a carriage and pair, for 2 persons, 110 kr., 3 persons 135 kr., four pers. 160 kr. Cariole from Tretten to *Marok* 45, stolkjærre 67 1/2, carriage and pair 125, 145, 160 kr. Driver's fee 5-6 kr. Return-carriages, before or after the height of the season, at two-thirds of these charges. A distinct bargain as to fare, stopping-places, etc., should be made beforehand.

Diligence twice weekly from Lillehammer to Aandalsnæs (see also remarks at p. 49), in 3 days; fare about 35 kr., including 44 lbs. of

luggage (over-weight strictly limited to 44 lbs. more). The fare is less in proportion for 2, 3, or 4 persons of one party. Seats may be secured beforehand by application (enclosing fare) to *Hr. Krogsti* (Hôtel Victoria, Lillehammer), *Hr. Lossius*, (Bellevue Hotel, Aandalsnæs, p. 194), or *Hr. Svantfeldt* (Grand Hôtel, Molde), but tickets may generally be obtained the day before. Enquiry may also be made at the tourist offices at Christiania (p. 10).

Those who do not travel by diligence should carefully avoid the places at which it puts up for the night (comp. p. 49). Best quarters at *Skjæggestad*, *Listad*, *Laurgaard*, *Toftemoen*, *Domaas*, *Holsœt*, *Stuefloten*, *Ormeim*, and *Aandalsnœs*. — The scenery becomes grander as we travel westwards. Finest parts for walking between *Stuefloten* and *Ormeim* and between *Flatmark* and *Aandalsnœs*.

Christiania, see p. 9. As the train leaves the station, we obtain a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. 4 Kil. *Bryn* (260 ft.); 11 Kil. *Grorud* (420 ft.); 18 Kil. *Strømmen* (485 ft.). The train crosses the *Nit-Elv*, the N.W. feeder of the Øieren.

21 Kil. *Lillestrømmen* (355 ft.; Rail. Restaurant), junction for Kongsvinger and Stockholm (see p. 78). The railway from this point to Eidsvold, constructed in 1851, is the oldest in Norway. Scenery unattractive; but at *Frogner* (405 ft.) and *Kløften* (545 ft.) we get a glimpse of blue mountains to the W. Beyond *Trøgstad* (666 ft.) a gravelly region, scantily wooded. At *Dal*, with its pretty villas, the scenery improves. Two tunnels.

68 Kil. **Eidsvold** (410 ft.; *Rail. Restaurant; *Jernbane Hotel*, at the station), on the right bank of the broad and clear *Vormen*, the discharge of Lake Mjøsen, which at Næs (p. 78) unites with the Glommen. Near the station is the *Eidsvoldbad*. By the church is a '*Bautasten*' in memory of *Henrik Wergeland* (d. 1845), the poet, and the discoverer of the spring. In the former farmhouse of *Eidsvoldsværk*, about 5 Kil. to the W., the Norwegian constitution ('Norges Riges Grundlov'; comp. p. lxxv) was adopted in 1814. The building has been purchased by government and embellished with portraits of members of the first diet.

At Eidsvold travellers who prefer the steamboat-journey across Lake Mjøsen go on board the STEAMER, which usually starts after the arrival of the morning-train (from Eidsvold to Lillehammer in 7 hrs.; fares 5 kr. 60, 3 kr. 70 ø.; Restaurant on board, D. 2 kr.). — At (8 Kil.) *Minne* (p. 64) the steamer reaches the lake.

Lake Mjøsen (405 ft.), the largest lake in Norway, which has been called 'Norway's inland sea', is 100 Kil. (62 M.) long, 15 Kil. (9½ M.) in width at its broadest part, and 1575 ft. deep near the S. end. It extends between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and those of *Toten* and *Øvre Romerike* to the W. and S. The banks present an almost unbroken succession of fields, woods, and pastures, studded with farm-houses and hamlets; but the constant re-appearance of the same picture will perhaps seem monotonous. The Hunner-Ørret is an esteemed kind of trout peculiar to Lake Mjøsen.

The first stations are *Bjørnstad* and *Stigersand* on the W. bank, at the foot of the *Skreifjeld* (2300 ft.). As a rule the hills enclosing the lake are of moderate height. Opposite Stigersand is the deep bay of Tangen (see below). On the W. bank also lies *Trogstad-Panengen*. The vessel now steers to the N. across the lake, which here attains its greatest breadth, past the fertile *Helgeø* ('holy island'), into a broad bay on the E. bank. About 2 hrs. after leaving Eidsvold we reach *Hamar* (see below).

The steamer next touches at the church of *Næs*, opposite the church of *Helgeø*, to the N.; then, on the W. bank, at *Smørvik*, and (1¾ hr. from Hamar), at —

Gjøvik (**Victoria*, with garden, baths, and view; **Gjøvik's Hotel*, near the pier), the capital of Toten Fogderi, with 1400 inhab., situated at the mouth of the *Hunselv*.

FROM GJØVIK TO ODNÆS, 38 Kil., carriage-road with fast stations. Diligence every evening in connection with the steamer (provided at least two passengers present themselves), stopping for the night at Granum (fare 4½ kr.). Carr. and pair 16 kr. — The road at first ascends rapidly to —

14 Kil. *Mustad* (1510 ft.; good station). The road traverses a nearly level and well-wooded plateau, passing *Stangstuen* and *Lien*.

14 Kil. *Granum* (1342 ft.; good quarters), situated a little to the right of the road. We then descend to the basin of the Randsfjord (p. 47). About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S. (left).

10 Kil. *Odnæs*, see p. 50.

Farther to the N. the lake gradually contracts. The steamer calls at *Heggenhaugen*, *Ringsaker* (with an old church containing a Flemish altar-piece of the 16th cent.), *Birid* (with a glass-foundry), and *Frengstuen*, and about 2¼ hrs. from Gjøvik reaches *Lillehammer* (p. 65). The steamboat-pier is fully 1 M. from the hotels (omnibuses in waiting).

Beyond Eidsvold the railway follows the right (W.) bank of the Vormen. 75 Kil. *Minne* (465 ft.). Near its efflux from the *Minnesund* it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long, and then skirts the E. bank of *Lake Mjøsen*, on the opposite bank of which rises the Skreifjeld (see above).

84 Kil. *Ulvin* (420 ft.). Fine view of the *Bay of Feiring*, opposite. The train enters *Hedemarkens Amt*. 97 Kil. *Espen* (425 ft.), on the picturesque bay of *Korsødegaard*. 102 Kil. *Tangen* (540 ft.), with the church of that name. The train ascends through a solitary wooded region, past the small station of *Stensrud*, to (114 Kil.) *Stange* (730 ft.), and then descends through a fertile district. 119 Kil. *Ottestad* (620 ft.), on the pretty *Akersvik*, which the train crosses by an embankment, while the road, to the W. of it, crosses by a wooden bridge.

126 Kil. **Hamar** (415 ft.; **Rail. Restaurant;* toilet-room; halt of 25 min.; *Grand Hôtel*, new; **Victoria, Jernbane Hotel*, near the pier and the railway-station), a town with 5100 inhab., seat of the Amtmand or governor of the district, and of a bishop, charm-

ingly situated between two bays, the *Furnesfjord* to the N. and *Akersviken* to the E. The latter is crossed by a long bridge. Hamar ('hill', 'headland') dates from 1152, when a bishopric was founded here by the papal nuncio Nicholas Breakspeare, an Englishman, afterwards Pope Adrian IV. From that period probably date the ruins of the *Cathedral* (1 M. to the N.W.), once a handsome edifice, of which four round arches of the nave alone are left. The old town was destroyed by the Swedes in 1567. The modern town, which dates as a municipality from 1848 only, has thriven greatly since the opening of the railway to Trondhjem (p. 74).

The main line terminates at Hamar. We change carriages and proceed by the narrow-gauge GUDBRANDSDAL RAILWAY (from Hamar to Tretten). Skirting the *Furnesfjord*, a large N. bay of Lake Mjøsen, we pass the stations of (7 Kil.) *Furnes* and (14 Kil.) *Brumunddalen*. The line then turns inland to (18 Kil.) *Veldre*, with a pretty view, and (27 Kil.) *Tande*, beyond which it again approaches the long and narrow N. extension of Lake Mjøsen. 30 Kil. *Moelven;* 34 Kil. *Ring;* 42 Kil. *Brøttum;* 49 Kil. *Bergseng*.

58 Kil. **Lillehammer.** — *VICTORIA HOTEL, the skyds and diligence station, well situated, near the bridge over the Mesna (orders should be addressed to the landlord, *Hr. O. P. Krogsti*); *MADAME ORMSRUD, in the main street, on the left; charges at both, R. 1-1¾, B. or S. 1, D. 2 kr.; JOHANSEN. — The railway-station is fully 1 M. from the hotels; omnibus there and back.

SHOPS. *F. Frisenberg*, E. side of main street, sells silver trinkets, etc. at moderate prices; carved meerschaum-pipes at *G. Larsen's*, opposite side.

Lillehammer (585 ft.), with 1800 inhab., is finely situated on the *Mesna*, about 180 ft. above the E. bank of Lake Mjøsen, and ½ M. below the influx of the *Laagen*. The town is old, but has enjoyed municipal privileges since 1827 only. It is called Lillehammer ('little hill') to distinguish it from Hamar (p. 64). The brawling *Mesna*, which flows through the town, forms several pretty falls 2½ M. to the N.E., the finest being in the **Helvedeshøl*, or 'hell cauldron', near which is the *Niagara Bath House* (ascend side-street on S. side of the Mesna bridge, with the notice-board 'Til Mesna Bad'; about 1 hr.). Pleasant walk of ½ hr. to the S., passing the handsome *Latinskole*, to a bench on the roadside, commanding a fine view of the lake.

At Lillehammer begins the *Gudbrandsdal*, which is watered by the *Laagen* or *Lougen* (p. xxviii). The name extends, as in other districts, not only to the main valley, but also to all its ramifications. The inhabitants (*Gudbrandsdøler;* about 50,000) are a well-to-do and high-spirited race, among whom curious old customs still survive. According to Norwegian ideas the valley is well cultivated, but the arable land has been laboriously reclaimed by the removal of great quantities of stones, which are often seen in heaps on the roadside. The syllables *rud*, *rod*, or *ryd*, with

which Norwegian names so often end, refer to the 'uprooting' of trees and removal of stones. The chief occupation of the natives is cattle-breeding. In summer most of them migrate with their herds to the sæters. The scenery is pleasing at places, but on the whole the valley is somewhat sombre.

The line ascends the left bank of the Laagen. 66 Kil. *Faaberg;* the church of that name is on the right bank of the river, which is here crossed by a bridge.

From Faaberg a road, with fast skyds-stations, ascends the **Gausdal** to the N.W. — 12 Kil. (from Lillehammer) *Diserud*, near which is the gaard *Olestad*, the property of the novelist Bjørnstjerne Bjørnson; 13 Kil. *Kalstad;* 13 Kil. *Moen* (well spoken of); 17 Kil. **Kvisberg** (good quarters), whence a somewhat fatiguing route of about two days leads to Gjendesheim (guide 3-4 kr. per day). The night is spent in the *Gola-Sæter*, and the route leads thence viâ the *Fœfor Sanatorium* (p. 67) and the *Dals-Sæter* (7-8 hrs.).

71 Kil. *Hunner*, near the gaard *Fossegaarden* (620 ft.). The Laagen here forms a fall called the *Hunnerfos*, where Hunnerørreter, or lake-trout (p. 63), are caught. The *Neverfjeld* (3575 ft.), a fine point of view, to the E., may be ascended hence in 2 hrs.

We cross the Laagen. On the left rises the *Dreshula*, a picturesque rock. The valley contracts.

88 Kil. **Tretten** (*Hôt. Losnaos*, new), at the S. extremity of *Lake Losna* (640 ft.), an extension of the Laagen abounding in fish, is at present the terminus of the line, which is, however, being pushed on to Bredevangen and will, perhaps, be open to that point in 1896.

From Tretten a new road (17 Kil.; omnibus in 2 hrs., fare 4 kr.) ascends to the **Gausdal Sanatorium** (about 2400 ft.; 42 Kil. from Lillehammer; room 20-70, double room 70-120, board 80 kr. per month; open 15th June to 1st Sept.). Pleasant walks. The *Skeidkamp* (3775 ft.; 1 hr.) and *Præstekamp* (4200 ft.; 2 hrs.) are very fine points of view.

The railway-station is on the right bank; a new bridge (opened in July, 1895) crosses the Laagen to the Road, on the left bank, by which we continue our journey. The small steamer on Lake Losna is scarcely adapted for tourists. The landlord of the Hôtel Losnaos furnishes carriages at the tariff given at p. 62.

The road skirts the E. bank of the lake. Attractive scenery; to the E. we obtain a view of the snow-capped peaks of the *Róndane* (p. 75).

16 Kil. **Kirkestuen** *(*Station)*, near the church of *Fodvang*. On the left rises the picturesque *Kiliknappen* (3485 ft.), to the right *Djupdalsknappen* (3735 ft.). Near Kirkestuen the height of an inundation ('Flom') in June, 1860, is marked on the rocks. The road passes between the abrupt and fissured *Elstaklev* and the *Rottaasbjerg*, a similar rock opposite. Numerous snow-ploughs ('Sneplouge') by the roadside.

12 Kil. **Skjæggestad** *(*Station)*, finely situated. On a hill to the right stands the old church of *Ringebo* mentioned in 1270, but transformed into a cruciform church and provided with a spire in the 17th century. The *Klinkenberg* (3080 ft.) is a fine point of view (6-8 hrs.' there and back).

From Skjæggestad a lonely path leads to (1 day) *Solliden* and thence either to the **Atnevand* and by *Foldal* to *Jerkin* on the Dovrefjeld (p. 71); or down the valley of the *Atne-Elv* to *Atna* (p. 75).

The valley becomes marshy. On the right we pass the *Vaalhoug* and a bridge over the *Vaala-Elv* (fine view). At *Steig*, on the left, resided the 'Foged' *Lars Gram*, the leader of the peasants who annihilated the Scottish invaders under Col. Ramsay (see below). Farther on, to the left, is the gaard *Huntorpe*, once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. Beyond it is the gaard *Hove*, formerly a heathen place of sacrifice. Near it are several barrows ('Kæmpehouge'). Good accommodation at the gaard of *Lillehove*.

14 Kil. **Listad** *(*Station)*, near the church of *Søndre Frōn*, prettily situated. The road descends gradually to the Laagen, which soon becomes a mountain-torrent, and about 8 Kil. beyond Listad, near the gaard *Solbraa*, forms the fall of *Harpefos* (not visible from the road). [A road leads over the 'Harpebro' and through the *Skordal* to the (12 Kil.) *Gaalaa Sanatorium.*] Beyond the church of *Sætorp* we reach —

10 Kil. **Moen** *(*Station)*. About 2 Kil. farther on is the private station of **Byre**, with an inn. A road, diverging here to the left, crosses the Laagen and leads to *Kvikne* and the (11 Kil.) *Fæfor Sanatorium*.

The scenery becomes wilder and grander. The valley turns to the N., and, beyond the gaard of *Vik* (good quarters), to the W. To the left, about $^1/_2$ M. on this side of Klevstad, is a monument to Capt. Sinclair (see below).

11 Kil. **Klefstad,** or *Storklefstad* (well spoken of), near the church of *Kvam* (870 ft.). A poor district, with stunted pines and birches; fields irrigated by cuttings; cottages ('Stuer') roofed with turf. The large slabs of slate often seen in this district are chiefly used for the drying of malt. The road ascends to a height of 450 ft. above the Laagen. Opposite, the *Sjoa* falls into the Laagen.

The ROAD TO THE SJOADAL ascends to the church of *Hedalen* and (25 Kil. from Klefstad) **Bjølstad,** an interesting old gaard, the owner of which claims to be of royal descent. The next stations are *Snerle* and (24 Kil.) *Sørum* (p. 56).

The road now passes the large district-prison.

16 Kil. **Bredevangen** *(*Station)*, beautifully situated. The background of the Alpine picture is formed by the *Formokampen* (4835 ft.).

On the left is the mouth of the green and copious *Otta-Elv*, the valley of which is ascended by the road described in R. 9. On the right, about halfway between Bredevangen and Moen, is the steep hill of *Kringlen*, which was formerly crossed by the old road. On 26th August, 1612, when Col. Ramsay and Capt. Sinclair with 900 Scottish auxiliaries, who had landed a few days before at the Klungenæs on the Romsdalsfjord, were trying to force their way

through Norway to join the Swedes, then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had felled trees and collected huge piles of stones on the hill above the road, which they hurled down on the invaders. Most of the ill-fated Scots were thus destroyed, and almost all the survivors were put to the sword. [See p. lxx; also Thomas Michell's 'History of the Scottish Expedition to Norway in 1612' (London, T. Nelson & Sons), and Laing's 'Norway'.] A tablet on the rock to the left, with the inscription, '*Erindring om Bøndernes Tapperhed*', commemorates the 'peasants' bravery'.

8 Kil. *Moen i Sel* (tolerable) lies at the confluence of the Laagen with the *Ula*, which descends from *Lake Ula* at the foot of the *Róndane* (p. 75), and forms the *Daanofos* ('thunder-fall') close to the road. Half-an-hour's walk up the Uladal is recommended. The curious wall of the churchyard of *Sel* is built of slate, and most of the old tombstones are of 'klæbersten' or soapstone.

We pass several deposits of debris ('skred'), the largest of which is near Laurgaard. We cross the river to Laurgaard, and recross it on our onward journey.

10 Kil. **Laurgaard** (1040 ft.; **Station*, good cuisine). A trying mountain-path diverges here to the left to Sørum (p. 56).

A bridle-path, which diverges from the road to the right, a little before it crosses the bridge in the Rusten Ravine, leads to (11 Kil.) the *Høvringen Sæter*, fitted up as an inn, and owned by the station-master at Laurgaard. The *Formokampen* (p. 67) is ascended hence.

The road traverses a *Ravine of the Laagen, which has forced its passage through the rocky barrier of *Rusten*, and descends in a series of rapids and cataracts. The grandest point is at the **Bridge* which carries the road to the right bank of the river, about 2 M. from Laurgaard. The traveller should walk to the bridge, and order his vehicle to meet him there. Beyond the ravine we enter an Alpine valley, in which cultivation almost ceases. The grass is irrigated by means of runlets. On the right rises the *Rustenfjeld*, on the left the *Kjølen*, a huge mountain-range between the Lessø Valley and Vaage. As late as July large patches of snow are seen by the roadside. The broad floor of the valley is covered with debris, partly overgrown with stunted pines.

12 Kil. **Brændhaugen** (1555 ft.; **Station*) belongs to the parish of Dovre. The *Jetta* (5425 ft.), rising to the W., affords a fine view of the Dovrefjeld, the Róndane, and Jotunheim.

We cross the Laagen by a new bridge, and soon pass the church of *Dovre* (1550 ft.), which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. The farms are nearly all on the sunny side of the valley ('Solside'). A little beyond the church, high up on the right, lies the once royal gaard of *Tofte*.

12 Kil. **Toftemoen** (**Station*, moderate), an 'inhabited site' *(Tuft)* on a 'sandy plain' *(Mo)*. Comp. provincial English 'toft'.

The road ascends over huge deposits of detritus to the gaard of *Lid*. Fine view of the deep ravine of the Laagen, with the Kjølen rising above it. The peak in the distance is the *Horúng*.

11 Kil. **Domaas**, or *Dombaas* (2160 ft.; *Hotel*, R. 1½, D. 2, B. or S. 1 kr.), where the climate becomes Alpine, lies at the divergence of the Trondhjem route (R. 12) from ours.

An excursion of 4-5 hrs. may be taken to the *Hardeg-Sæter* on the S. bank of the Laagen, where a fine view of the Snehætta (p. 71) is enjoyed.

The Moldefjord road leads as far as Stuefloten through an uninteresting mountain-valley, with a scanty growth of pines, birches, and heather. Fine gaards on the slopes. The ascent is very gradual. Below, to the left, is the bed of the *Lesjevand* (1720 ft.), now drained.

12 Kil. *Holaaker* (Station, moderate). We pass the *Lesje-Kirke*.

15 Kil. **Holsæt** (**Station*; English spoken).

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsæter* and the *Nysæter* (about 5 hrs.), and crosses the mountains to the S. to *Aanstad* (p. 57), a long day's journey, which may be broken by spending a night at the pleasant Nysæter (see below).

10 Kil. **Lesjeværk** (**Station*, a timber-built house of the middle of last cent.), so called from a deserted iron-mine, lies at the S.E. end of the *Lesjeskogen-Vand* (2050 ft.), which forms the watershed between the Skager-Rack and the Atlantic. To the former descends the Laagen, and to the latter the *Rauma*, which flows out of the W. end of the lake, near the church of *Lesjeskogen*, a place whence the whole district derives its name. Near the church is —

12 Kil. **Mølmen** (well spoken of), an angling and shooting resort. The *Storhøi* (6690 ft.), to the N., may be ascended hence in 6-8 hrs. (there and back; with guide; Edv. O. Mølmen). The excursion to the *Digervarde*, to the S. (see below), takes a whole day.

FROM MØLMEN TO AANSTAD (p. 57), in two days of 8 hrs. each. Walking difficult, as numerous brooks have to be forded; horse 12, guide 12 kr. Good weather indispensable. Provisions necessary.

1st Day. The path ascends slowly through a birch-wood in the *Grøndal* to the (1 hr.) *Grønsætre* (sæters of *Enstad* and *Mølmen*), where the Romsdal Mts. come into view. We descend to the stream and cross several brooks and deposits of detritus. The Alpine or Lapland character of the flora becomes very marked, and reindeer-moss, here eaten by the cows, is also abundant. After 2 hrs. more the path ascends to the left. The birch disappears, and patches of snow begin. Looking back, we see the Svarthøi, and, more to the right, the Storhøi. The scenery becomes exceedingly bleak and wild. In 1½ hr. more we reach the top of the first hill ('Toppen'). The Romsdal Mts. are conspicuous to the N.W.; to the N.E. are the Svarthøi and Storhøi, and farther distant the Snehætta snow-range; to the S.W. the Løfthøi with its great glacier. A ride of 1 hr. to the S. over stony ground brings us to the second 'Top', called the **Digervarde**, about 5250 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind and Galdhøpig to the Fanaraak and beyond it.

We descend in about 2 hrs., partly over loose stones, to the **Nysæter** (one double bed; coffee, milk, and bread form the only fare; everything clean). The girls call ('lokken') the cattle by singing the 'Fjeldviser' immortalised by Jenny Lind.

2nd Day. Beyond the (1 hr.) *Lorafjeld* we pass several tarns and the W. side of the larger *Fillingsvand*. The broad snow-clad mountain to the

left is the *Loms-Horung* (p. 57), the W. end of which we reach in 3-4 hrs. more. To the W. lies the *Aursjø* (3395 ft.), with a grand mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding the mountain-range on the S. side of the Ottadal, including the Lomsegg, the Hestbræpigge, and the Tundradalskirke, with the valley far below.

The descent takes a full hour (ascent 2 hrs.); and to reach Aanstad, which we see on the opposite bank of the Otta, to the E. of the church of Skeaker, we take ½ hr. more. The vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. The path descends to the *Aura*, the discharge of the Aursjø, which forms a fine waterfall. Pines and then birches appear. The first gaard on the slope of the valley is *Bakke*. Among the next is one on the left with a tastefully carved portal. Rye and barley fields begin. At the church of *Skeaker* the greenish *Otta* is crossed by a long bridge (splendid view). We reach the road near the skyds-station of *Præstegaarden* (see p. 57).

Remarks on Sæter Life. In connection with the above route a few remarks on sæters may not be out of place. The sæter, or chalet, consists of two or more rooms, one for the use of the inmates, with the *Skorsten* or fire-place (also called *Arne* or *Grue*); the other *(Melkebod)* for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and there is usually a boiler built into the wall for the preparation of cheese. The whey *(Myse, Brim)* is made into cheese *(Myseost)*, and is often carried down to the valleys in drum-shaped tubs *(Flasker, Krukker)*. The sæters formerly had no chimneys, the smoke being allowed to escape through an opening *(Ljore)*, in the pyramidal roof, which also admitted light. The cows *(Køer)*, often accompanied by sheep *(Sauer)* and pigs *(Svin)*, are usually sent up to the mountains *(til Sæters)* on St. John's Day (24th June), and remain there till 10th September. Women and girls are often their sole attendants. In singing their melodious cattle-call, the sæter girls usually address each cow by name (as *Maieros, Helgeros, Lekros, Palmeros, Tærnros*, the syllable *ros* being a term of endearment applied to cows; also *Maanfrue*, moon-lady; *Krone*, crown; *Gulgave*, gold-gift, etc.). The word *Kuss* is also used to call cows and calves; *Gisa* is addressed to pigs, *Vulling* to sheep, *Sku* to dogs, and *Faale* to horses. Among the dogs at the Nysæter a few years ago were *Faust, Passop, Vægter, Barfod, Spring, Freya*, and *Bataer*. Among the dairy utensils are the *Melkering* or *Melkekolle* (milk-vessel), the *Melkkar* (skimmer), the *Dal* or *Ember* (pail), the *Krakk* (milking-stool), the *Sil* (milk-strainer, 'sile'), and the *Vandsele* (water-pitcher).

Beyond Mølmen, on the right, lies the gaard *Einabu*. An old 'Bautasten', by the roadside, refers to King Olaf, 'the Saint', who is said to have halted at this gaard on his flight in 1029 (p. xlv). Farther on the road skirts the Rauma. The scenery becomes more imposing. In the distance are the mountains of the *Romsdal*.

13 Kil. *Stueflaaten*, see p. 195. The remaining stations are (10 Kil.) *Ormeim*, (11 Kil.) *Flatmark*, (12 Kil.) *Horgheim*, and (14 Kil.) *Næs*. Details, see pp. 195-192. This part of the route, especially beyond Flatmark, will amply repay the pedestrian.

11. From Domaas in the Gudbrandsdal over the Dovrefjeld to Støren (*Trondhjem*).

154 Kil. Road, with fast stations, less used since the opening of the railway (R. 12). Travellers from *Molde* who combine this route with a visit to the Romsdal may easily reach Trondhjem in four days:

1st, to *Stuefloten* (p. 195); 2nd, to *Domaas;* 3rd, to *Aune;* 4th, to *Støren*, and in the evening by train to Trondhjem.

Domaas, see p. 69. The Trondhjem road diverges to the N. from the Gudbrandsdal, and ascends rapidly through moor and bog, with stunted pines, to the **Dovrefjeld**, which separates Southern *(Sønden-fjeldske)* from Northern Norway *(Nordenfjeldske Norge)*. Grand view of the mountains, as we look back. In about 1 hr. we reach the plateau. The road crosses the *Fogsaae*, an affluent of the Glommen. To the left are extensive mountain-plains, where the *Driva*, which descends to Sundal, takes its rise.

On the *Fogstuhø* (5840 ft.; ascent 5 hrs. there and back; view of Jotunheim, Snehættan, and Róndane) we observe three sæters on the right and others to the left. To the N. rise the *Hundsjø* and *Skreda Fjelds*, and beyond them the *Snehætta* (see below), the snow and glacier of whose W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11 in this direction) **Fogstuen** or *Fokstuen* (3120 ft.; **Ant. Solberg's Inn*, with 30 rooms and 45 beds; reindeer, wild-duck, and ptarmigan shooting to be had), in a grand but solitary situation, is one of the four 'Fjeldstuer', or mountain-inns, founded by government on the Dovrefjeld for the use of travellers so far back as 1107-10. The tenants receive an annual subsidy, and are bound to keep the roads open in winter and to forward the mails. The Fokstue is now private property. The other three 'Fjeldstuer', Jerkin, Kongsvold, and Drivstuen, belong to the state.

'From my inmost soul I blessed the good king *Eystein*, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of wayfarers crossing the mountain'. *(L. v. Buch.)*

From Fogstuen the old road, now disused, crosses the lofty *Hardbakke* (3750 ft.) direct to Toftemoen (p. 68). — *L. v. Buch*, who travelled by this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the Snehætta then came in sight amidst the haze, several miles to the north. So rises Mont Blanc, seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain — a great and sublime apparition commanding the whole of this solitude'.

The monotonous road crosses the Fogsaa and passes several lakes, beyond which the stream is called the *Folda*. On the right are the *Blaahøer*. We pass the *Vardesjø* (2985 ft.); to the right, farther on, are several sæters. The road leaves the valley of the Folda and ascends to —

21 Kil. **Jerkin** or *Hjerkin* (3140 ft.; *Jerkin's Sanatorium*, R. 1, D. 1½ kr., B. or S. 70 ø., food so-so), where our road joins the Foldal road (p. 75). Interesting walk to the (1 hr.) *Jerkinshø*, the highest point on the old road (4105 ft.; not recommended for walkers), commanding a view of the Kollen, Rondane, and Jotunheim. The only point from which the Snehætta is visible is the hill to the W. of Jerkinshø, crowned by a 'varde'.

The **Snehætta** (7630 ft.; 'snow-hat'), the sixth in height among the mountains in Norway, is best ascended from Jerkin (12-14 hrs. there and back; guide 4½, horse 6½ kr.; provisions necessary; settled weather indispensable). The ascent was first made by *Esmark* at the end of last century.

For 3-4 hrs. we ride across a rocky and mossy tract, crossing several torrents, to the *Johan Jerkinshytte*, known as *Reinheim* (12 beds; key at Jerkin). Lastly 2-3 hrs. over snow and ice. In clear weather (rare on the Dovrefjeld) the view is very extensive in every direction, but deficient in picturesqueness, and far inferior to that from the Galdhøpig (p. 147). The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

The road ascends a hill to the W., then descends gradually to the *Svonaa*, the course of which it now follows. Striking view of the Snehætta, which looks quite near. The road crosses the boundary between the Stifts of Hamar and Trondhjem, and gradually descends, past the little gaard of *Grønbakken* (on the left), into the valley of the *Driva*, formed by the union of the *Kaldvella* and the Svonaa.

14 Kil. **Kongsvold** (2950 ft.; **Station*, often crowded in summer) is another good starting-point for the ascent of the Snehætta and for that of the *Knutshø* (5565 ft.; 3 hrs.; similar view), to the N.E., which is botanically interesting.

The road now enters a narrow ravine enclosed by huge rocks, through which the Driva careers headlong. Fine Alpine flora. The old road ('Vaarstien') leads up and down hill on the right bank.

15 Kil. **Drivstuen** (2190 ft.; **Station*, R. 1, B. 1, D. 1½, S. 1¼ kr.). The valley expands; vegetation becomes richer; first the pine, then the birch, and later a few fields of barley and potatoes appear. Scenery still grand. We pass the mouth of the *Aamots-Elv* on the left, and soon cross the Driva by a new bridge. A little farther on, about 9 Kil. from Drivstuen, and a few paces from the road, is a remarkable gorge of the Driva called **Magalaupet* ('gully'). The road, which has lately been much improved, descends to a fertile zone of the valley.

12 Kil. (pay for 17) *Rise* (well spoken of), near the mouth of the *Vinstra*, descending from the right. The Dovrefjeld terminates at —

10 Kil. **Aune** (1770 ft.; **Station*, R. 1 kr. 60, B. 1 kr. 25, D. 1 kr. 60 ø.), also called *Ny-Aune* or *Ny-Øvne*, in the **Opdal.** To the W. rises the snow-clad *Munkevoldsfjeld*, and to the E. the *Allmandbjerg*.

From Aune an interesting road to the left, following the *Driva*, afterwards called the *Sundals-Elv*, descends to (72 Kil.) Sundalsøren. Fast stations. — The somewhat hilly road leads first to (11 Kil.) *Aalbu* (mediocre), which pedestrians reach direct by a footpath diverging to the left, halfway between Rise and Aune. The road then descends a ravine, passing *Gravaune*, to (15 Kil.; pay in this direction for 18, in the opposite for 21) *Sliper* (1800 ft.; poor quarters). It next crosses the *Graauren*, a hill at the foot of which the Driva rushes through a deep gorge. At (10 Kil.; pay in the reverse direction for 14) *Gjøra* (good quarters) begins the **Sundal*, a valley vying in grandeur with the Romsdal. The road mostly follows the course of the Sundals-Elv. From (17 Kil.) *Storfale* (good and moderate quarters) we may proceed (with guide) to (5-6 hrs.) the Inderdal (p. 201). Avalanches and stones frequently fall from the dizzy heights of the *Romfogkjœrringer*, *Klengfjeld*, and *Hoaasnœbba*, and at four of the most dangerous points the traveller is warned by his skydsgut to drive quickly ('sneeskred! kjør til').

19 Kil. *Sundalsøren*, at the S. end of the *Sundalsfjord*, see p. 201. If the traveller misses the steamboat, he may row to (22 Kil.) *Eidsøren* (p. 201) and drive thence to *Eidsvaag* (p. 196).

The road quits the valley of the Driva and becomes uninteresting. It follows the *Byna* and crosses the low watershed between that stream and the *Ørkla*, which falls into the Trondhjems-Fjord at Ørkedalsøren (see below). We get a last glimpse of the Snehætta. Beyond —

14 Kil. *Stuen*, or *Nystuen* (good station), the road descends to the Ørkla, which is crossed by a handsome bridge. The *Gisna*, which here unites with the Ørkla, forms a fine waterfall. Then an ascent to —

11 Kil. **Austbjerg** or *Ussbjerg* (1365 ft.; well spoken of). Still ascending, and traversing beautiful forest, the road skirts the deep **Ravine of the Ørkla*. Fine views, particularly of the snow-mountains to the S.W.

From Austbjerg to Tønsæt, 72 Kil., a good road, with fast stations, through meadows and forests, with fine views, an interesting route from the Ørkladal to the Glommendal. It passes the church of *Inset*, runs high above the *Ørkla Ravine*, crosses the foaming *Naven (Nœva)* by a copper-foundry with large chimneys, and reaches (11 Kil.) *Nœverdal* (poor quarters). The river forms many rapids.

13 Kil. (pay for 17, but not in the reverse direction) *Frengstad* (indifferent). We then pass the church of *Kvikne*, with its substantial gaards (birthplace of B. Bjørnson, the novelist), and cross the brawling *Jen-Elv*. The road ascends high on the right bank of this stream to (14 Kil., pay for 17) *Steen i Kvikne* (praised). Soon after we cross the low watershed and descend to the *Tønnen*, which flows through the Stubsø (right) and enters the Glommen at Tønsæt. — 14 Kil. (pay for 17) *Nytrøen* (good quarters at a pleasant gaard). The road leads across the Tønnen to (10 Kil., pay for 12) *Fosbakken* (tolerable), where we have a fine view of the Østerdal Mts. — 14 Kil. (pay for 17) *Bjørnsmoen i Tønsæt* (p. 76).

12 Kil. **Bjerkaaker** (1325 ft.; **Station*, R. 1 kr.) lies on the watershed between the Ørkla and the Gula.

From Bjerkaaker to Ørkedalsøren, 74 Kil., a road with fast stations. The road passes *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Trondhjem. Observe the huge birch-tree, 10 ft. in circumference. 14 Kil. *Haarstad* (720 ft.). Farther on, *Gaard Uf*, with a very old building, the carving on which is said to have been executed by the 'Jutnls' (giants). 14 Kil. *Grut*. 11 Kil. *Kalstad i Meldalen*, from which a road leads by Garberg and Foseide to Surendalsøren (p. 201). Our road passes *Løkkens Kobberværk*, crosses the Ørkla, and next reaches (15 Kil.) *Aarlivold* (good), whence a road to the S.W. also leads to Surendalsøren, while another road leads to the E. to (17 Kil.) *Kraakstad* and the (17 Kil., pay in reverse direction for 19) *Hovin* railway-station (p. 77). — 12 Kil. *Bak*, whence a road leads to the E. viâ (13 Kil., pay for 15, but not in reverse direction) *By* and (12 Kil.) *Saltnæssanden* to (11 Kil.) *Heimdal*, a railway-station (p. 77). — 8 Kil. *Ørkedalsøren* (p. 202).

The road traverses the uninteresting *Soknedal* and follows the course of the *Igla*, and then that of the *Stavilla*, which after its union with the *Hauka* takes the name of *Sokna* and falls into the *Gula* at Støren.

12 Kil. *Garli* (1355 ft.; good station) lies on a height to the left.

We descend through a picturesque ravine with waterfalls and mills ('Kværnhus'). Beyond the church of *Soknedalen* we reach —

10 Kil. (pay in reverse direction for 11) *Præsthus* (700 ft.; praised).

14 Kil. **Støren** or *Engen i Støren* (210 ft.), a station on the Trondhjem Railway (p. 77).

12. From Christiania to Trondhjem by Railway.

562 Kil. (350 M.). Railway (Nordbane). In summer one through-train daily, in 17¼ hrs., stopping at 14 only out of 68 stations (fares 47 kr. 80, 33 kr. 70, 22 kr. 50 ø.; a first-class ticket entitles to a sleeping-berth; 56 lbs. of luggage free). Another train stops for the night at (14 hrs.) *Tønsæt*, arriving in (11 hrs.) Trondhjem next day (fares 36 kr. 50, 28 kr. 10 ø., 16 kr.). Tickets for the slow train available for the express on payment of difference. In order to secure good rooms at Tønsæt it is advisable to write or telegraph beforehand. Hot meals are provided for express passengers at *Hamar* only (1½ kr.; diners help themselves), for travellers by ordinary train at Hamar and at *Singsaas* (same charge). Sandwiches only to be had at the other refreshment-rooms.

The best views between Hamar and Rena are to the right; thence to Trondhjem, to the left. The last part of the journey, especially beyond Røros, is the finest. The traveller may go to *Eidsvold* by early train, take the steamer to *Hamar*, and there join the express in the afternoon (comp. pp. 63, 64).

From Christiania to (126 Kil.) *Hamar*, see p. 63. We change carriages, and go on by the narrow-gauge *Røros Railway* (engage sleeping-berth).

The train gradually ascends through the lonely wooded regions of *Hedemarken*. Scenery uninteresting at first. *Aker*, a small stopping-place, is passed. 131 Kil. *Hjellum;* 135 Kil. *Ilseng;* 139 Kil. *Hørsand* (570 ft.). Fine view of the *Skreifjeld* (p. 64), to the S.W. of Lake Mjøsen. 141 Kil. *Aadalsbrug*. Beyond (144 Kil.) *Løiten* (760 ft.) we pass the drilling-ground of *Terningmoen*.

158 Kil. **Elverum** (610 ft.; *Rail. Restaurant; St. Olaf's Hotel*, well spoken of) is the first station in the valley of the *Glommen*, the longest river in Norway (falling into the sea at Fredrikstad), the valley of which the train ascends to Røros. The important *Grundset-Marked*, a great horse and timber fair, takes place here every March. The peasantry of *Østerdalen*, the district traversed by the Glommen and its affluents, are among the richest in Norway, some of their forest-estates extending to many square miles. The value of their timber has risen greatly since the completion of the railway. Some of their gaards are comfortably and even luxuriously fitted up, but they still adhere with pride to their original name of peasants ('Gaardbruger'; sometimes parodied as 'Sofabønder'). The timber is felled in autumn and winter, the hardy wood-cutters often spending weeks in the forest, in spite of the intense cold, and passing the night in wretched huts. The characteristic form of the old houses of the district, with their open roofs and tall chimneys, has been retained in many of the railway buildings.

164 Kil. *Grundset* (640 ft.); 171 Kil. *Øxna* (666 ft.). Before (184 Kil.) *Aasta* (740 ft.) the train crosses the river of that name.

190 Kil. **Rena** (735 ft.; *Rail. Restaurant*), on the right bank of the Glommen, not far from the church of *Aamot*, near which are several inns. Near (204 Kil.) *Stenviken* (785 ft.) the train crosses the Glommen by a long bridge, and now follows the E. bank (views to the left). 214 Kil. *Ophus* (805 ft.). Here, and farther on, the Glommen forms lake-like expansions. 224 Kil. *Rasten* (840 ft.); 237 Kil. *Stai* (860 ft.). The scenery assumes a more mountainous character. Fine view of the floor of the valley, intersected by the river in many branches.

247 Kil. **Koppang** (915 ft.; *Rail. Restaurant; *Hansen*, 2 min. to the left of the station exit; *Jernbane Hotel*, opposite the station, R. 1½, S. 1½ kr.; *Koppang Hotel; Skyds-Station*, in the village, 10 min. distant) lies on a height above the river. To the W., rising above the forests, are high mountains, carpeted with yellow moss.

The train now runs through wood, high above the Glommen, and crosses two bridges. Fine views towards the S. The mountains increase in height, and the valley contracts. *Bjøraanæsset*, a small stopping-place.

272 Kil. **Atna** (1170 ft.), near the mouth of the *Atne-Elv*, station for several gaards on the opposite bank of the Glommen.

An excursion may be taken hence (comp. p. 67) to the W. to *Solliden* and **Atnebro** (good quarters at the gaards of *Næsset*, *Brænden*, *Uti*, and *Trøen*), near the *Atne-Sjø*. Ole Pedersen Moen, a good guide, lives at the gaard of Brænden. Imposing view of the chief peaks of the **Rondane**: the *Høgrond* (6700 ft.), the *Stygfjeld* (6730 ft.), and the *Rundvashøgda* (6900 ft.). These peaks and the still higher *Rondeslot* (7100 ft.) may be ascended from *Strømboden* in the upper Atnedal, and through the *Langglupdal*. — From Strømboden a path leads across the hills to the *Bjørnhull-Sæter* (good quarters) and *Myssu-Sæter*, and through the *Uladal*, to the S.W., to Moen in the Gudbrandsdal (p. 67). — A road leads from Atnebro to *Strombu*, *Blæsterdalen* (to the E. of which rises the *Store Sølen* or *Døle Sølen*, 5800 ft.), and (33 Kil.) *Krokhaug-Foldalen* (see below).

285 Kil. **Hanestad** (1250 ft.). On the opposite bank rises the imposing *Grøttingbratten* (3820 ft.). The train skirts the river, with a view of high hills to the N., and again enters monotonous wood. At (304 Kil.) *Barkald* (1485 ft.) the Glommen forms the *Barkaldfos*. About ¼ hr. to the E. is the curious gorge of *Jutulhugget*, open towards the E. only, having been formed, according to tradition, by the attempt of a giant to divert the Glommen into the Rendal.

324 Kil. **Lille-Elvedal** (1660 ft.; *Rail. Restaurant; *Steien's Hotel*, close by, moderate), at the entrance to the *Foldal* (see below). A bridge crosses the Glommen here.

The ROAD THROUGH THE FOLDAL TO JERKIN (skyds-tariff II) offers the shortest approach from Christiania to the Sundal and Nordmøre. — 32 Kil. *Ryhaugen*, with a view of the Rondane. — From (18 Kil.) *Kroghaugen* (*Station) a route leads to the S. to the *Atne-Vand* and the *Rondane* (see above). 17 Kil. *Dalen;* splendid view of the Snehætta. — 17 Kil. *Jerkin* (p. 71). Thence viâ Kongsvold, Drivstuen, Rise, and Aune to the *Sundal*, see p. 72.

The train skirts the base of the *Tronfjetd* (5610 ft.), a mountain composed of gabbro and serpentine, which may be ascended

from Lille-Elvedal (carriage-road nearly the whole way). Fine view of it, as we look back. — 337 Kil. *Auma* (1600 ft.). Large tracts of dead pines, killed by the extreme cold of winter, when the thermometer sometimes falls 60° Fahr. below zero. Dreary scenery.

347 Kil. **Tønsæt** (1620 ft.; *Rail. Restaurant; Schulrud's Hotel*) lies near the confluence of the *Tønna* and the Glommen, chiefly on the right bank of the latter. It is the centre of the N. Østerdal, which formerly belonged to the Stift of Trondhjem. The former 'Stavekirke', dating from 1210, has disappeared; the present church is modern. — A road with fast stations leads hence by *Kvikne* to *Austbjerg* (p. 72). — The line traverses the extensive *Godtlandsmyr*. To the S.W., on the right side of the Tronfjeld, rise the *Róndane* (p. 75).

358 Kil. *Telnæs* (1630 ft.). The train ascends more rapidly. Pasturage now takes the place of tilled fields. — 368 Kil. *Tolgen* (1685 ft.), in an exposed situation. To the right the *Hummelfjeld* (5050 ft.). The vegetation assumes a thoroughly Alpine character.

385 Kil. *Os* (1975 ft.); the village lies on a slope *(Lid)* on the opposite bank. The train crosses the *Nøra*, traverses an extensive moor, and reaches —

399 Kil. (247 M.) **Røros** or *Røraas* (2060 ft.; *Røros Hotel*, well spoken of; *Mad. Larsen's Hotel; *Rail. Restaurant;* halt of 6-10 min.), with 1700 inhab., situated on a dreary and inclement plateau. The town was founded in 1646, after the discovery of the copper-mines. It lies on the *Hitter-Elv*, while the Glommen, descending from the *Aursund-Sjø* (2285 ft.), flows round the W. side of the town. Observe the curious timber houses, roofed with turf, and the large church of 1780. Vast expanses of turf, bordered with extensive terraces of glacial detritus and sand-hills, where the dwarf-birch alone thrives, have been converted into pastures by careful manuring. Corn does not ripen, and the forest is gone. Cattle-breeding is the only resource of the inhabitants, apart from the mines.

The mines yield about 280 tons of pure copper annually. The chief mines are *Storvarts Grube*, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube;* to the N.W., 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 22 Kil. distant. The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvedal*.

From Røros we may drive by skyds, viâ (17 Kil.) *Jensvold* and (18 Kil.) *Skotgaarden* on the *Aursund-Vand*, to visit (not without privations) a settlement of Nomadic Lapps. — Another skyds-road leads to the S.E., by (16 Kil.) *Sætern i Røros* and (17 Kil.) *Langen*, to (5 Kil.) *Sønderviken* on the *Fæmund-Sjø* (about 2300 ft.), on which a steamer plies (new hotel at the S. end of the lake). Thence to Sweden, see p. 283.

From Røros the train returns on the same rails to the main line (views to the left), passes the *Storskarven* on the right, and traverses a bleak plateau. 406 Kil. *Nypladsen* (2055 ft.). Heaps of copper-ore *(Kobbermalm)* generally lie at the station. A little farther on is the copper-coloured site of an old furnace. We now cross the turbulent Glommen. Beyond (412 Kil.) *Jensvold* (2090 ft.) the train

crosses large expanses of debris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the *Gula*, which descends to the Trondhjems Fjord. The train follows the valley of the latter to Melhus.

From (420 Kil.) *Tyvold* (2180 ft.) a narrow-gauge railway runs to the S. to the *Kongens Grube* (p. 76). The train descends circuitously on the slope of the broad and wooded basin of the Gula. 432 Kil. *Reitan* (1780 ft.). On the left are several interesting old gaards. Below lies the church of *Hov*.

442 Kil. **Eidet** (1380 ft.; *Rail. Restaurant*). Below it lies a copper-foundry. A very picturesque part of the line begins here. The train skirts the rocks of *Drøilierne* (seven short tunnels) and enters the ravine of the *Drøia*, which it crosses by a lofty bridge. In the cuttings we distinguish first the clay-slate, and afterwards the granite and gneiss formations. 454 Kil. *Holtaalen* (985 ft.), with a handsome new church, prettily situated in the valley. The costume of the peasantry here usually consists of a red jacket, leathern breeches, and a 'tophue' or peaked woollen cap. We now descend the valley of the Gula to (463 Kil.) *Langlete* (770 ft.) and (472 Kil.) *Reitstøen* (670 ft.).

480 Kil. **Singsaas** (575 ft.; *Rail. Restaurant*), with a bridge over the Gula. Large terraces of debris to the left mark the entrance of the *Forradal*. On the left a fine waterfall. — 486 Kil. *Bjørgen* (455 ft.), prettily situated. Three short tunnels. *Kotsøien*, a stopping-place. 499 Kil. *Rognæs* (300 ft.), with a bridge over the Gula. A little above Støren, to the left, is the church of *Engen*, at the confluence of the *Sokna-Elv* and the Gula. We cross the Gula.

510 Kil. **Støren** (290 ft.; *Rail. Restaurant; *Flagedstad's Hotel*, with skyds-station, at the rail. station) is charmingly situated at the mouth of the *Sokna*, along which the Dovrefjeld road ascends (R. 11). The beautiful rocky valley is well cultivated at places, and partly wooded. On the right, below Støren, a fine waterfall.

Remaining stations unimportant. 517 Kil. *Hovin* (170 ft.; see also p. 73). The train crosses the river, which here forms the *Gulefos* on the left and dashes through its narrow channel. 524 Kil. *Lundemo* (108 ft.); 530 Kil. *Ler* (80 ft.). The valley expands. The train crosses a tributary of the Gula twice and ascends a little. 535 Kil. *Kvaal* (160 ft.). The train now descends; view to the left. 538 Kil. *Søberg* (100 ft.). 541 Kil. *Melhus* (75 ft.), with a finely situated new church (to the right, 1 M. from the railway). Numerous river-terraces are passed. We now quit the Gula, which turns to the N.W. and flows into the *Gulosen*, a bay of the Ørkedalsfjord (p. 73; an arm of the Trondhjems-Fjord). The train turns to the N.E. and crosses the hill between the Gula and the Nid, which falls into the fjord at Trondhjem. At (546 Kil.) *Nypen* (230 ft.) we get a glimpse of the Ørkedalsfjord, and of a snowy mountain in the distance. 551 Kil. *Heimdal* (465 ft.), with the

country villas of several Trondhjem merchants. — We now descend for the last time, passing numerous farms. At the stopping-place *Selsbæk* we reach the *Nid-Elv*, near the Lille Lerfos (to the right; p. 207), and then follow its left bank. Lastly (comp. Map, p. 202) a short tunnel under the suburb of Ihlen, beyond which we reach the harbour and the station of —

562 Kil. (350 M.) *Trondhjem* (p. 202).

13. From Christiania by Railway to Charlottenberg *(and Stockholm).*

143 Kil. (89 M.). Railway in 4½-5¼ hrs. (fares 9 kr. 30, 7 kr. 20, 4 kr. 40 ø.). Two through-trains daily. One of these has through-carriages for Stockholm (17½ hrs. from Christiania; fares 43 kr. 5, 31 kr. 15, 19 kr. 55 ø.). See also R. 47.

From Christiania to (21 Kil.) *Lillestrømmen*, see p. 63. The Eidsvold line (p. 63) diverges here to the N.; the Charlottenburg train runs towards the S.E., through less interesting scenery. Lillestrøm lies on the N.W. bay, called *Draget*, of *Lake Øieren* (330 ft.), a long basin of the Glommen.

29 Kil. *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake Øieren. Vast quantities of timber enter the lake here every spring on their way down to Sarpsborg and Fredrikstad. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to Kongsvinger. 42 Kil. *Blakjer* or *Blaker;* 49 Kil. *Haga;* 58 Kil. *Aarnæs* (Rail. Restaurant). At *Næs*, 3½ M. to the N., the *Vormen*, descending from Lake Mjøsen (p. 63), falls into the Glommen. 67 Kil. *Sæterstøen;* 73 Kil. *Disenaaen*, a halting-place; 79 Kil. *Skarnæs*, prettily situated; 87 Kil. *Sander;* 92 Kil. *Galterud.*

100 Kil. **Kongsvinger** (480 ft.; **Rail. Restaurant*, with rooms to let). The small town *(Kongsvinger Hotel; Møllerud's Hotel)*, with 1300 inhab., lies on the right bank of the Glommen, fully 1 M. from the station. The *Fortress* (*Fæstning;* 770 ft.), erected in 1683, but now dismantled, played an important part in the wars between Sweden and Norway (fine view).

The railway turns to the S.E. and quits the Glommen. The *Vingersø* (475 ft.) and the long lakes near Aabogen and elsewhere are basins of a now deserted channel of the Glommen, which channel is followed by the railway (comp. p. 282).

112 Kil. *Aabogen*, 122 Kil. *Eidsskog*, 127 Kil. *Skotterud*, 133 Kil. *Magnor*, all with extensive timber-yards. The train quits the district of *Vinger*, in which Kongsvinger lies, a little beyond Magnor, and crosses the Swedish frontier.

143 Kil. (89 M.) *Charlottenberg*, the first station in Sweden, and thence to Stockholm, see R. 47.

14. From Christiania to Gotenburg by Railway.

356 Kil. (221 M.). Railway. From Christiania to *Fredrikshald*, in 4½-5 hrs. (express fares 11 kr. 60, 8 kr. 20, 5 kr. 50 ø.; ordinary 8 kr., 6 kr., 3 kr. 90 ø.); thence to *Gotenburg* in 7½ hrs. more, with change of carriages at Mellerud (fares 16 kr. 5, 9 kr. 45 ø.). From Christiania to Gotenburg one through day-express (going on to Malmö) in 11¾ hrs. and one through night-express (with sleeping berths) in 10¾ hrs. (fares 30 kr. 35, 22 kr. 55, 15 kr. 45 ø.).

The railway-journey itself is uninteresting, but the traveller should stop at *Sarpsborg*, *Fredrikshald*, and *Trollhättan*, going on in each case by the next train, and spending one night on the way if necessary. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gotenburg. Travellers in the reverse direction should leave the railway at Moss and take one of the local steamers up the beautiful fjord to Christiania.

Christiania, see p. 9. (As far as Moss, comp. Map, p. 20.) The train rounds the suburb of *Oslo* and skirts the base of the *Ekeberg* (p. 18), affording a fine retrospect of the town. From (4 Kil.) *Bækkelaget* we survey the islands and villas of the *Ormsund*. The train skirts the *Bundefjord*, passing many country-houses. 8 Kil. *Ljăn*. The train ascends to (18 Kil.) *Oppegaard* (320 ft.). To the right is *Næsodden*, a large peninsula separating the Christiania Fjord from the Bundefjord. — 24 Kil. **Ski** (420 ft.; *Rail. Restaurant*).

From Ski to Sarpsborg, 81 Kil., by the '*Østre* Linie', uninteresting. — 6 Kil. *Kraakstad;* 13 Kil. *Tomter;* 21 Kil. *Spydeberg*. The line then crosses the broad *Glommen*. 29 Kil. *Askim*, with nickel-mines; 35 Kil. *Slitu;* 40 Kil. *Mysen;* 45 Kil. *Eidsberg;* 55 Kil. *Rakkestad;* 61 Kil. *Gautistad;* 73 Kil. *Ise*. The train then runs along the *Nipen*, and, crossing the Glommen by the bridge mentioned at p. 80, reaches (81 Kil.) *Sarpsborg* (see p. 80).

Near (32 Kil.) *Aas* is an agricultural school. 39 Kil. *Vestby*. 48 Kil. *Soner*, station for *Soon*, a sea-bathing place. The train now descends to the fjord and skirts the picturesque *Mossesund*, the strait between Moss and the *Hjellø*.

60 Kil. **Moss** (*Rail. Restaurant; Reinsch's Hotel; Moss Hotel;* Brit. vice-consul, *Mr. W. Erichsen*), a thriving town of 8000 inhab., lies on a bay of the Christiania Fjord. The convention of 14th Aug., 1814, which concluded the war between Sweden and Norway, was signed here. The station is on the S. side of the town, 5 min. from the steamboat-pier on the *Hjellø*, to which a bridge crosses. Opposite the church and the Moss Hotel is an old churchyard, with tombstones of the 18th cent., now a promenade.

Steamers ply between Christiania and Moss several times daily, in 4 hrs. A great part of their course lies between the *Hjellø* and the mainland.

Next stations *Dilling*, *Rygge*, *Raade*, *Onsø*. The train crosses the *Kjølbergs-Elv*, and passes through a tunnel.

94 Kil. **Fredrikstad** (*Rail. Restaurant; *Olsen's Hotel*, more than 1 M. from the station; *Skandinavie*, near the pier; *Victoria;* Brit. vice-consul, *Mr. C. Thiis*), a town with 12,400 inhab., lies on the Christiania Fjord, at the mouth of the *Glommen*, Norway's largest river (350 M. long), on which the timber of the *Østerdal* (p. 74), the most richly wooded district in Norway, is floated down to the sea. The

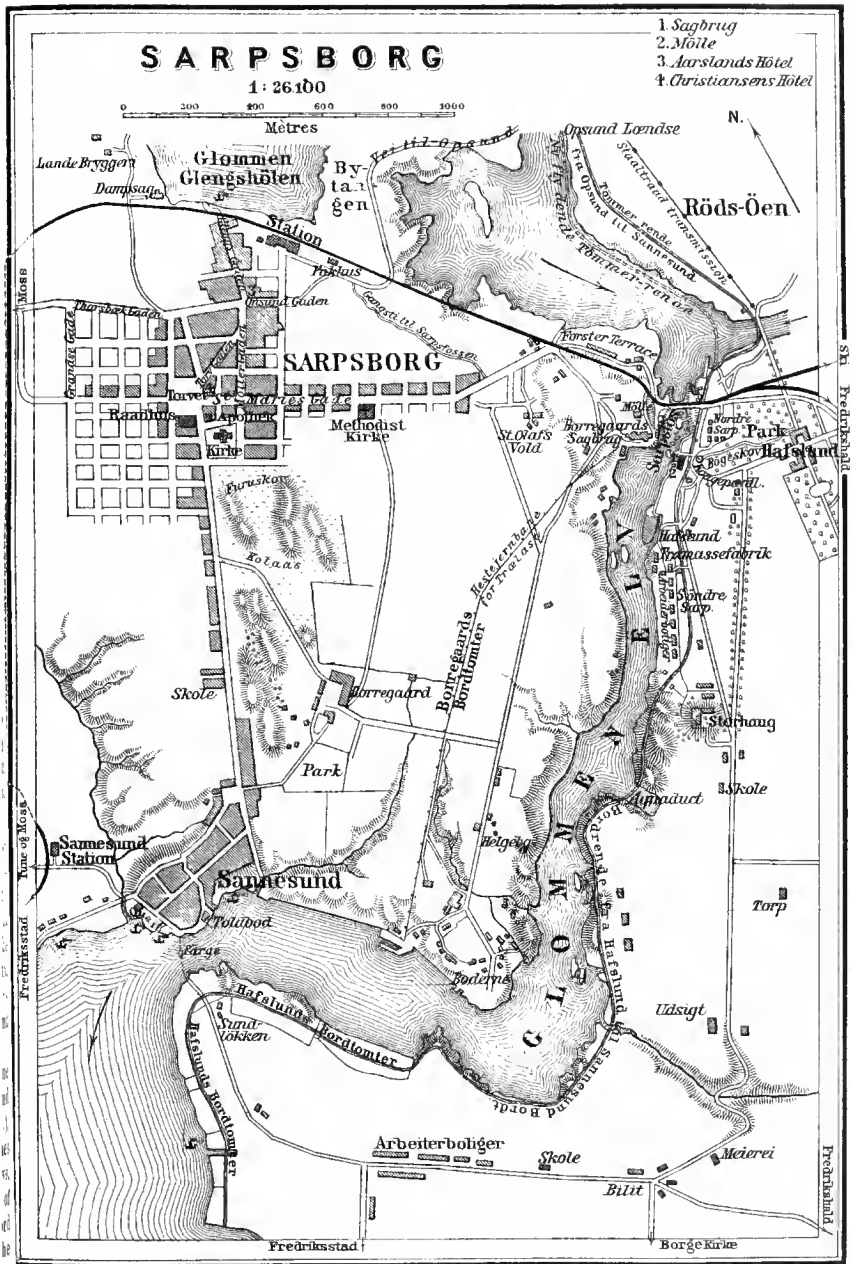
town owes its importance to its timber-trade with Germany, Holland, France, etc. The busiest quarter is the *Forstad*, on the W. bank of the river, with the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified. A steam-ferry plies between these two parts of the town.

On the *Torsøkile* (*Kile*, 'bay'), 7 Kil. to the E. of Fredrikstad, and 6 Kil. to the S. of Sannesund, lies *Torsøkile* or *Hundebunden*, a pleasant sea-bathing place. About 10 Kil. to the W. of Fredrikstad is the *Hankø Kystsanatorium* (three hotels and numerous villas; pension 120 kr. per month), which has daily steamboat-communication with Christiania (6 hrs.) and Fredrikstad (1 hr.).

Beyond Fredrikstad we pass on the left some curiously worn rocks. Pleasant views of the broad river. The train crosses an arm of the Glommen. The banks are covered with saw-mills, timber-yards, and brick-fields. 103 Kil. *Greaker*. The train quits the Glommen. 106 Kil. *Sannesund*, station for the S. port of Sarpsborg, with the quay of the Fredrikshald steamers.

109 Kil. **Sarpsborg** (*Rail. Restaurant; *Aarsland's Hotel; Christiansen's Hotel*, R. 2 kr.), a small town with 2900 inhab., on the left bank of the Glommen, was founded in 1840 on the site of an ancient town destroyed in 1567. To the N. of the town the river forms the lake of *Glengshølen*, and to the S.E. the huge ***Sarpsfos**. A few hours suffice to visit the fall. From the station we either follow the road through the town, or turn immediately to the left, and then to the right, by a path which rejoins the road. The road then leads under the railway and with it crosses the fall by a *Suspension Bridge* (see below). The finest point of view is a rocky projection to which we descend in a few minutes to the right on this side of the bridge. The huge volume of water, 116 ft. in width, falls from a height of 74 ft. The scene is most impressive in May and June. Numerous saw-mills and factories (of cellulose or wood-fibre, etc.) utilize the water-power. On the left bank there is a channel ('Tømmerrende') for the descent of the sawn wood. The rather shaky gallery adjoining it (reached by turning to the right beyond the bridge) affords another superb view of the fall. In the winter of 1702 a portion of the right bank, 2000 ft. long and 1300 ft. broad, on which lay a large farm-house, having been gradually undermined by the water, fell into the river with all its inmates and cattle. — From Sarpsborg to *Ski*, see p. 79.

The train now crosses the Glommen by a lofty bridge, borne by the four pillars of the suspension-bridge above mentioned, and overlooking the Sarpsfos to the right. 119 Kil. *Skjeberg* (128 ft.), in a marshy hollow; 131 Kil. *Berg* (230 ft.). Woods and patches of arable land ('Smaa-Lene') alternate with marshes and meadows. Farther on the train reaches the *Idefjord*, and affords a view of the *Bratø*. Several tunnels. The train passes between the fjord on the right and a rocky height on the left. It then skirts the



Geograph. Anstalt von Wagner & Debes, Leipzig.

grounds of the *Villa Rød* (Pl. A, 2; visitors admitted), and crosses the *Tistedals-Elv*.

137 Kil. **Fredrikshald.** — **Hotels.** *SCHULTZ'S HOTEL (Pl. b; D, 3), Kirkestræde, R. 2 kr. 40 ø., B. 1 kr.; JERNBANE HOTEL (Pl. a; C, 3), at the station, well spoken of; SVEA HOTEL, less convenient. — *Rail. Restaurant.*

Steamers to *Strömstad* once or twice daily (fare 1½ or 1 kr.); to *Christiania*, see p. 11. — Brit. vice-consul, *Mr. C. W. Gedde.*

The ascent of the *Fredrikssten* (there and back) takes about 1½ hr., including the excursion to Wein 3 hrs. (carr. 7 kr.).

Fredrikshald, an old town with 11,200 inhab., rebuilt after a fire in 1826, is picturesquely situated on both banks of the *Tistedals-Elv*, which here enters the *Idefjord*. It is one of the centres of the timber traffic of E. Norway and the adjoining parts of Sweden. On the S.E. it is commanded by the once important fortress of *Fredrikssten*. The villas of the wealthy merchants line the bank of the fjord.

Fredrikshald owes its name to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658-60, in consequence of which Frederick II. exchanged its old name of *Halden* for Fredrikshald, and in 1661-66 founded the fortress of Fredriksten. The Swedes under Charles XII. again attacked the town in 1716, and were again unsuccessful, chiefly owing to the gallantry of the brothers *Peder* and *Hans Kolbjørnsen*. In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the trenches at the back of the fortress on 11th Dec., whereupon his army raised the siege.

A walk on the harbour (Pl. C, 4) affords a fine view of the Fredrikssten and of the wooded islet of Saugø (p. 82). Adjoining the harbour is the market-place (Torvet; Pl. C, D, 3), where a simple monument commemorates the gallantry of the brothers *Kolbjørnsen*.

We follow P. Kolbjørnsen's Gade to the E., cross the outer wall of the fortress, and ascend a broad road in 8-10 min. to the gate ('V. Port' in the annexed Plan) of the *FREDRIKSSTEN (Pl. E, 3, 4; 365 ft.; admission free). This fortress crowns a rock rising precipitously on three sides, and dates in its present form chiefly from the reigns of Frederick V. (d. 1766) and Christian VII. (d. 1808). The garrison consists of a few companies of infantry. The best point of view is the *Brandbatteri* (Pl. 11; E, 4), with a flagstaff and some guns, immediately to the left beyond the Vest-Port. A good view is also obtained from the Klokketaarnet, the way to which should be asked. Passing through the fortress to the E. gate ('Ö. Port'), where to the S. and S.E. we observe the once important forts of *Overbjerg*, *Stortaarnet*, and *Gyldenløve*, we turn to the left. Where the road divides we again turn to the left (the road to the right leading to the town and to the Tistedal), and soon reach a wooden gate leading into the *Commandant Park* and to the *Monument of Charles XII.*, erected in 1860 on the spot where

that monarch fell in 1718. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and, unable to flinch, could but fall at his post'.

'His fall was destined to a barren strand,
'A petty fortress, and a dubious hand;
'He left the name at which the world grew pale,
'To point a moral or adorn a tale'. *(Sam. Johnson.)*

If time is limited we return by the same route.

Leaving the park by the S.W. exit (comp. Pl. F, 4), we reach the Tistedal road a little below the bifurcation mentioned above, and descend in 6-8 min. to a broader road leading from Fredrikshald to Id. We turn to the left and after 5 min. diverge to the right. (A finger-post on the left shows the way to the *Skonningfos*.) After 9 min. (not to the left over the Skonningfos bridge, which affords a view up the valley to the villa of Wein, but) straight on, ascending gradually by the road on the left bank for ½ hr., and crossing the bridge to the left to TISTEDALEN. We then ascend to (10 min.) the high-lying yellow country-house of ***Wein*** (pron. 'Vane'), which commands a view of the Femsjø (p. 83) and of the Tistedal, extending to Fredrikshald. We retrace our steps nearly to (8 min.) the church of Tistedalen, and keeping to the right, descend on the left bank of the river to (35-40 min.) the Skonningfos bridge, from which 20 min. more bring us to *Peder Kolbjørnsen's Park* (Pl. D, E, 2).

Time permitting, the traveller may take the ferry (10 ø.) to the **Saugø** and walk through a narrow valley to the other side of the island. Fine view of the fjord with the Bratø and the Swedish coast opposite.

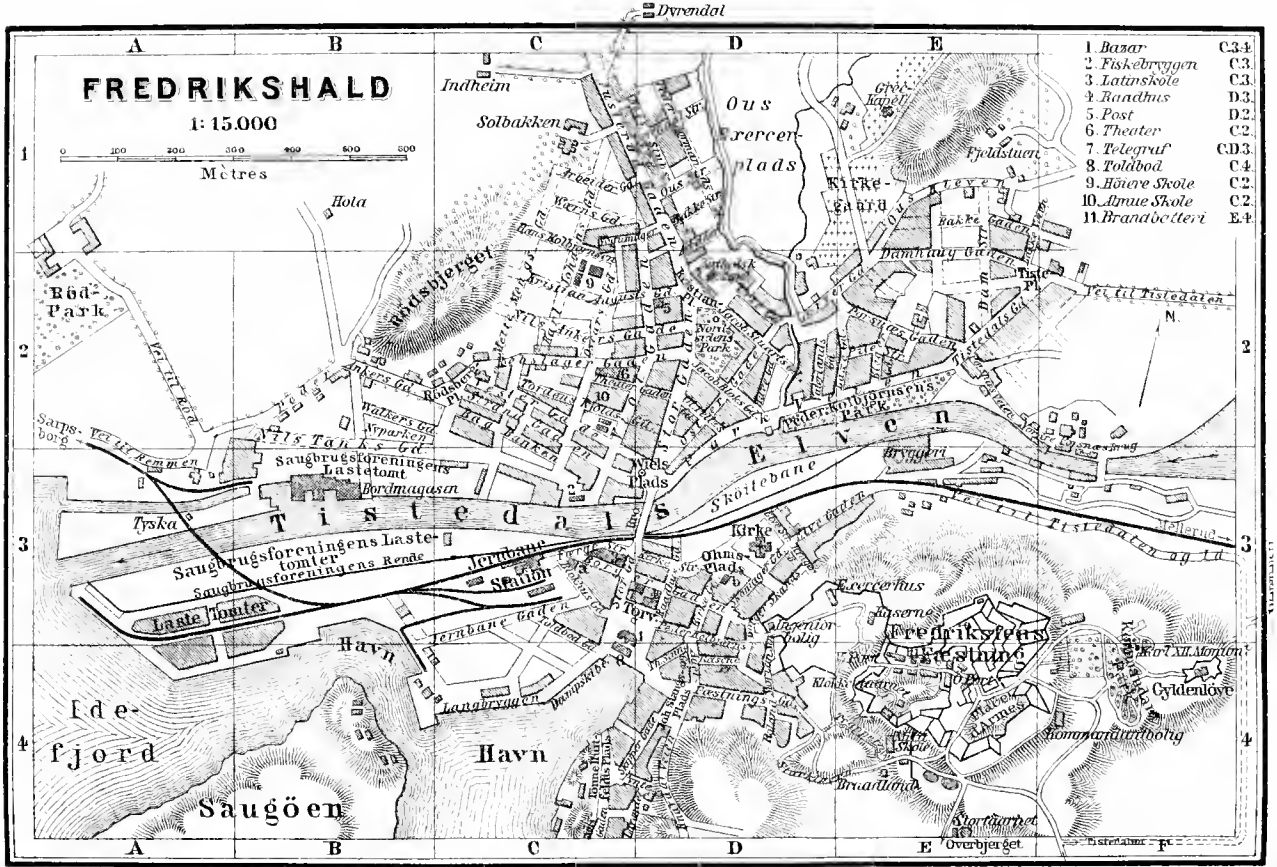
To the W. of Fredrikshald lie the beautiful park and villa of *Rød* (Pl. A, 2), the former open to the public (view).

FROM FREDRIKSHALD TO CHRISTIANIA BY SEA, steamer daily, except Mon., in 7½-11 hrs. (fare 4½ or 3 kr.). The passage from the *Idefjord* through the *Svinesund* into the wide *Single Fjord* is picturesque. For the rest of the route, see p. 84,

The STEAMBOAT TO WENERSBORG by the Dalslands Canal (about 160 Kil. or 100 M.; thrice weekly, in 2 days), is seldom used now that the railway is available; but travellers who desire to see a little of the Swedish canal system may choose this route from Ed to Sunnanå.

The **Dalslands Canal** was constructed in 1863-68 by *Nils Ericsson* (d. 1870; brother of the 'caloric' engineer John Ericsson), at a cost of 1½ million kr. Its locks and sluices are among the most remarkable in Sweden. Scenery pleasing, though not grand.

We take the train from Fredrikshald to (52 Kil.) Ed (see below), whence a branch-line conveys us to (3 Kil.) the 'Lastplats' *Lee*, or *Strand*, on the W. bank of the *Stora Lee* (330 ft.), a narrow lake 56 Kil. long. We now embark in the canal-steamer, which first steers to the N. into the *Foxen*, as the N. end of the Stora Lee is called, and then turns to the S.E. to *Trankils-Kyrka* and the *Lennartsfors*, a waterfall which it passes by means of three locks. It here enters *Leelången* (305 ft.), a lake 50 Kil. long. Near *Gustafsfors*, a place on the E. bank halfway down the lake, another canal diverges to the *Vestra* and *Östra Silen* lakes, to which a steamboat usually plies weekly. At the S.E. end of Leelången we pass through the two locks of **Bengtfors** (*Gästgifvaregården*), where the steamers


FREDRIKSHALD
1: 15.000
0 100 200 300 400 500 600
Mètres
1. Bazar C.3.4.
2. Fiskebryggen C.3.
3. Latinskole C.3.
4. Raadhus D.3.
5. Post D.2.
6. Theater C.2.
7. Telegraf C.D.3.
8. Toldbod C.4.
9. Höiere Skole C.2.
10. Almue Skole C.2.
11. Brandbatteri E.4.
Dyrendal
Indheim
Solbakken
Hola
Ous Exercerplads
Kirkegaard
Fjeldstuen
Rödsbjerget
Röd-Park
Saipsborg
Vei til Röd
Vei til Remmen
Nils Tanks Gd.
Saugbrugsforeningens Lastetomt
Bordmagasin
Tyska
Tistedals Elven
Saugbrugsforeningens Lastetomter
Saugbrugsforeningens Rende
Laste Tomter
Jernbane Station
Jernbane Gaden
Havn
Langbryggen
Ide-fjord
Saugöen
Wiels Plads
Skötebane
Kirke
Ohms Plads
Torv
Bryggeri
Vei til Tistedalen og Id
Mellerud
Exercerhus
Kaserne
Fredriksfens Fæstning
Gyldenlöve
Kommandantbolig
Braadland
Storfaarhet
Overbjerget
Risum
Wagner & Debes, Leipzig

in the opposite direction spend the night. Beyond the *Bengtsbrohölja* ('hölja', a smooth reach) the steamer descends a series of five locks (while the traveller may walk) to —

Billingsfors *(Gästgifvaregården)*, where the steamer spends the night (7¼ hrs. from Strand), prettily situated. Near it is the *Kasberg*, a fine point of view.

We now enter the *Laxen-Sjö* (245 ft.), on the E. bank of which lies *Baldersnäs*, a country-house with charming grounds. Seven more locks, the last of which is at *Katrineholm*, descend to *Åklången* (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

***Håfverud** *(Inn)*, the most striking point on the canal. As the loose soil on one bank and the rocks on the other rendered it almost impossible to construct a canal adjoining the river here, Ericsson conceived and executed the bold plan of throwing an aqueduct (105 ft. long and 13 ft. wide) over the waterfall itself. The scenery at this point is also pleasing. While the vessel descends the locks, the passenger may ascend to a small belvedere on the left (E.) bank.

Below Håfverud are the two 'höljar' of *Öfre* and *Nedre Holn.* Two locks descend thence to the *Upperudhölja*, beyond which the steamer traverses the *Hjerteruds-Sund* and the *Svanfjord.* Lastly it descends through the largest of all the locks to *Köpmannabro* on Lake Wenern (155 ft.), and steers along the W. bank of that lake (about 3½ hrs. more) to —

Wenersborg (9½ hrs. from Billingsfors). Thence to Gotenburg, see R. 41.

On leaving Fredrikshald we have a view of the pretty Tistedal, with its waterfalls, mills, factories, and country-houses. The train quits the valley by a short tunnel at (141 Kil.) *Tistedalen*, and runs along an ancient moraine resembling an embankment.

At (140 Kil.) *Femsjøen* we obtain a beautiful view of the lake of that name (275 ft.), 6½ Kil. long, which is connected with the large *Aspern* (340 ft.), the *Aremarks-Sjø*, the *Ødemarks-Sjø*, and the *Ørje-Sjø* by canals constructed for the timber traffic. A small steamboat plies thrice weekly from Tistedalen to Skullerud (a pleasant trip, though seldom made).

The fortress of Fredrikssten is visible to the W. for a short time. Several tunnels. Glimpse, to the right, of part of the fjord of Fredrikshald. Beyond (150 Kil.) *Aspedammen*, to the left, we get a glimpse of the *Ørsjø*. Large timber-yards are passed near (159 Kil.) *Præstebakke*, beyond which we enter a thickly wooded district. 167 Kil. *Kornsø* (475 ft.) is the last Norwegian station.

The line crosses the Swedish frontier. The district, almost uninhabited, is marked by the traces of forest conflagrations. At (178 Kil.) **Mon** *(Rail. Restaurant)*, the first station in Sweden, the custom-house examination takes place (comp. p. 282). Beyond Mon the train traverses a bleak heath, surrounded by barren hills. 185 Kil. *Hökedalen.*

189 Kil. **Ed** (**Rail. Restaurant*, D. 1½ kr.), prettily situated above the *Stora Lee.* By the station is a small monument to *Nils Ericsson*, the engineer (p. 82). A few paces farther on we obtain a fine view of the lake. Branch-line to (3 Kil.) *Lee*, the terminus of the steamers on the Dalslands Canal (p. 28).

The district beyond Ed abounds in marshes. Scenery monoton-

ous. 207 Kil. *Bäckefors*. Beyond a tunnel we pass the *Tiåkersjö* on the right. 217 Kil. *Dalskog*. Farther on, to the left, we come in view of *Lake Wenern* and the small chalybeate baths of *Råstok*.

233 Kil. *Mellerud*, junction of the Gothenburg and Falun Railway (R. 53) and of a line to (3 Kil.) *Sunnanå* on Lake Wenern. — From Mellerud to (124 Kil.) —

357 Kil. *Gotenburg*, see RR. 41, 53.

15. From Christiania to Gotenburg by Sea.

325 Kil. (201 M.). STEAMBOATS. (a) Direct several times a week, in 13-15 hrs., steering outside the island-belt, where the sea is apt to be rough. — (b) Indirect several times a week, in 24-30 hrs., steering within the island-belt ('indenskjærs', Swed. 'inomskärs'). Chief intermediate stations: *Strömstad* (whence local boats ply daily to *Fredrikshald*), *Grebbestad*, *Fjellbacka*, *Lysekil*, and *Marstrand*. The quick steamer 'Göteborg' performs the voyage by day in 13 hrs., leaving Christiania on Tues., Frid., & Sun. (Gotenburg on Mon., Wed., & Sat.), and calling at *Strömstad*, *Lysekil*, and *Marstrand* (fare 16 or 12 kr.; return-fare 24 or 18 kr.).

The larger steamers, after passing Horten and Tønsberg on the right and Fredrikstad on the left, leave the beautiful Fjord of Christiania and stand out to sea; and little or nothing is seen of the coast until they reach Gotenburg. The smaller coasting steamers, after leaving the Fjord, thread their way through the Swedish island-belt ('skärgård'). The climate here is said to be unusually healthy, the sea-bathing places are much frequented, and the water is much salter and purer than in the recesses of the long Norwegian fjords. The inhabitants are chiefly fishermen, sometimes wealthy, and are descendants of the ancient vikings, who have left representations of their exploits in the '*Hellerístningar*' still to be seen in the parish of *Tanum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are remains of ancient castles, tombs, stone chambers ('valar'), and monuments ('bautastenar'), so that this region *(Bohuslän)* is justly regarded as a cradle of northern sagas. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every height. The thousands of islands through which the steamer passes are little more than bare rocks.

The *CHRISTIANIA FJORD down to *Moss* is described in R. 1. Below Moss the fjord widens, and the scenery becomes less interesting. At the mouth of the fjord we steer to the E. into the picturesque fjord of *Fredrikstad* (see p. 79). We then pass the *Hvaløer* on the right and the *Singeløer* on the left, and enter the narrow *Svinesund*, the boundary between Norway and Sweden, on a bay of which (the *Idefjord*) lies **Fredrikshald**, commanded by the fortress of *Fredrikssten* (see p. 81). The Gotenburg steamers, however, do not call at Fredrikstad or at Fredrikshald, but steer direct to —

Strömstad (*Gästgifvaregård; Stads-Hotel;* British vice-consul,

Mr. W. T. Lundgren), the first Swedish station, a favourite watering-place (pop. 2400; mud and sea baths), at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud') is obtained near the town. In the environs are numerous caverns and giant cauldrons *(jättegryttor)*, formed partly by water and partly by glacier action. Strömstad is a great depôt of oysters and lobsters.

Beyond Strömstad the vessel steers through the narrow *Harstensund*, passes the *Nordkosters Dubbelfyr* (lighthouse) on the right, and steers S.E. through the *Kosterfjord*. Near *Grebbestad* is the battle-field of *Greby*, with numerous tombstones. In the neighbouring parish of *Tanum* are a great many 'Helleristningar' (p. 84).

The next station is **Fjellbacka**, with 800 inhab., the centre of the Swedish anchovy-trade, curiously situated at the foot of a rock. In this rock is the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which several large stones are wedged in. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Sotefjord*, with its dangerous sunken rocks ('blindskär'), swept by the waves of the Skager-Rack. On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places *Smögen*, *Grafverna*, and *Tången*. We next pass the *Hallö Fyr* and the *Malmö*. Steering S.E. through the islands, we next call at —

Lysekil *(*Hôtel Bergfalk; Stora Badhuset)*; British vice-consul, *Mr. W. F. Thorburn)*, a favourite watering-place (1800 inhab.), with pleasant villas, on the long peninsula of *Stångenäs*, which with the *Bokenäs* forms the *Gullmarsfjord*, extending far inland. Though Lysekil lacks shade it has become even more popular than Marstrand. Good bathing. Sailing-boats 1 kr. per hour.

Beyond Lysekil some of the coasting steamers take the inner course ('inre vägen'), through the *Svanesund* and between the islands of *Orust* and *Tjörn* and the mainland.

Uddevalla *(Uddevalla Hotel; Cramer's Hotel; Hôt. Norden)*, a town with 7600 inhab., prettily situated on the *Byfjord* (railway to *Öxnered*, see p. 268). The *Kålgårdsberg* is the best point of view. The *Kapellbackar* (200 ft.), hills of shell-marl, to the W., are interesting. Near the town are the baths of *Gustafsberg*.

Farther on, some of the steamers touch at *Stenungsö* (pleasant excursion hence to the lake of *Hällungen*), *Ljungskile*, and other small watering-places. Most of the steamers, however, take the outer course ('ytre vägen'). They steer to the W., past the *Fiskebäckskil* on the left, touching at the *Gåsö* on the right, where several prosperous skippers reside, at *Grundsund* on the left, and at *Gullholmen* on the *Hermanö*, to the right. We pass the *Måseskär* and the *Kärringö* with their lighthouses and sight the red houses and the church of *Mollösund*, on the island of Orust. The rocks are covered with *Klipfisk* (p. 226). The larger steamers now pass through the *Kirkesund*, the smaller through the *Albrektssund*. Among the frequent lighthouses and beacons we next observe

the *Hamnskärs Fyr*, near the dangerous *Paternoster Skär*, to the N. of Marstrand.

Marstrand *(Stads-Hotel;* British vice-consul, *Mr. A. Lundberg)*, a town with 1300 inhab., on the E. side of a small island, is visited by about 2000 sea-bathers annually. Handsome church of St. Mary, of 1460. The sea here is generally calm, being protected by the island-belt, and the water is very salt and bracing. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. Opposite the town, to the W., rises the fortress of *Karlstén*, once called the 'Gibraltar of the North'. To the N. is the *Koö*, with the small bathing-place of *Arvidsvik*. Small steamers ply daily between Marstrand and Gotenburg. — In another hour the steamboat reaches the mouth of the *Göta-Elf*, which it ascends in $^1/_2$ hr. more to —

Gotenburg, see p. 262.

WESTERN NORWAY.

(As far as Trondhjem.)

Route

16. From Christiansand to Stavanger by Sea 89
The Stavanger Fjord 92
a. The Lysefjord 92
b. The Sandsfjord, Hylsfjord, and Saudefjord . . . 93
c. The Sandeidfjord 95
17. From Stavanger by the Suldalsvand to Odde on the Hardanger Fjord 95
18. From Stavanger to Bergen by Sea 97
19. The Hardanger Fjord 100
a. Western Hardanger Fjord, to the Mauranger Fjord 101
Excursions from Sundal. Ascent of the Folgefond . . 102
b. Central Hardanger Fjord, to Eide on the E. . . 103
Excursions from Jondal, Østensø, and Eide 103, 104
c. The Sørfjord 105
Excursions from Odde 107
d. The Eidfjord 109
Excursions from Vik i Øifjord 110, 111
Excursions from Ulvik 112
20. Bergen 112
21. From Bergen by Vossevangen to Eide on the Hardanger Fjord, or by Stalheim to Gudvangen on the Sognefjord. 119
From Trengereid to Aadland and Norheimsund 120
From Vossevangen through the Rundal to Kaardal in the Flaamsdal 122
22. The Sognefjord 125
a. Western Sognefjord, to Balholm, at the mouth of the Fjærlandsfjord 126
From Balholm to Sande i Holmedal 128
From Ulvestad to Grøning (Førde, on the Førdefjord) . 128
From Fjærland over the Veitestrandskar to Hafslo and Solvorn 129
From Fjærland over the Jostedalsbræ to Lunde on the Kjønæsfjord or through the Søgnessanddal to Søgnessand 129
b. From Balholm to Gudvangen. Aurlandsfjord and Nærofjord. 129
From Sogndal to Solvorn; to Fjærland 131
From Aurland to Tønjum in the Lærdal 133
c. From Balholm or from Gudvangen to Lærdalsøren 134
From Amble to Sogndal 134
d. Aardalsfjord and Lysterfjord. Jostedal 135
From Marifjæren to Sogndal 136
From Skjolden to the Mørkereidsdal 137
From Marifjæren to the Jostedal 137
From the Krondal over the Jostedalsbræ to Loen or Olden on the Nordfjord, and from Faaberg over the Jostedalsbræ to Gredung i Stryn 138, 139

Route		Page
23.	Jotunheim	139
	a. From Aardal on the Sognefjord to Vetti. Vettisfos	141
	b. From Vetti to Tvindehoug and Eidsbugaren	143
	c. From Vetti through the Utladal, Gravdal, and Leirdal to Røjshjem	144
	d. From Skjolden to Fortun and Turtegrø	146
	e. From Andvord to Røjshjem. The Galdhøpig	148
	f. From Røjshjem over the Sognefjeld to Turtegrø	150
	g. From Skogstad or Nystuen to Lake Tyin and Eidsbugaren	152
	h. From Fagernæs to Raufjordheim, and up Lake Bygdin to Eidsbugaren	154
	From Nyboden to Lake Gjende	156
	i. From Eidsbugaren to the Gjendebod on Lake Gjende	157
	k. From the Gjendebod to Røjshjem	160
	l. From Eidsbugaren through the Melkedal to Skogadalsbøen, and over the Keiser to Turtegrø	163
24.	From Bergen to Aalesund and Molde by Sea	165
	From Aahjem to Volden	166
25.	From Vadheim on the Sognefjord overland to Aalesund and Molde	167
	a From the Sognefjord to the Nordfjord	168
	Dalsfjord. Viksvand. Førdefjord	168, 169
	From Mo to Grøning	170
	From Klagegg to Aamot, and over the Jostedalsbræ to Olden or to Fjærland	172
	b. The Nordfjord	173
	From Nordfjordeid to Volden	174
	Oldendal. Loendal. Strynsdal	176-179
	c. From the Nordfjord to Aalesund and Molde. Sondmøre. Geiranger Fjord. Storfjord	180
	From Grodaas to the Jørundfjord	181
	From Hellesylt to the Strynsvand	182
	From Sylte over the Stegafjeld to the Romsdal	184
	From Hellesylt through the Norangsdal and down the Jørundfjord to Aalesund	186
	From Aalesund to Ørstenvik and the Jørundfjord	189
26.	Molde and the Moldefjord	190
	a. Excursion to the Romsdal	192
	b. Excursion to the Eikisdal	196
27.	From Molde to Trondhjem: — a. Sea Voyage	199
	b. Overland, by Battenfjordsøren and Christiansund, or by Angvik and Ørkedal direct to Trondhjem	201
	The Sundalsfjord (Nordmøre)	201
28.	Trondhjem and its Fjord	202
	From Trondhjem to Namsos by Stenkjær, Snaasenvand, and Fiskumfos	208

16. From Christiansand to Stavanger by Sea.

Excursions from Stavanger.

The distance from Christiansand is officially stated at 32 Norwegian sea-miles (206 Kil. or 128 Engl. M.), but the course of the steamer is considerably longer. The distances given below are given in Norwegian sea or nautical miles (S.M.; 1 S.M. = about 4 Engl. M.) from station to station. STEAMBOATS, of different companies, ply daily in 17-20 hrs. (fares 12 kr. 80 ø., 8 kr.; to Bergen, 21 kr. 20, 13 kr. 25 ø.). As the voyage is often rough, particularly between Ekersund and Stavanger, many travellers take their passage to *Ekersund* only (11 hrs. from Christiansand), and go thence to Stavanger by railway.

The voyage by the LARGE STEAMERS presents few attractions, as the coast is imperfectly seen from the steamboat; but the entrance to the Flekkefjord and some other points are striking. The vessel's course is at places protected by islands *(Skjær)*, but is often entirely in the open sea, particularly off Cape Lindesnæs, on the coast of Listerland, and near Jæderen. The small LOCAL STEAMERS are much slower and call at many unimportant stations, but they afford a good view of the interesting formations of the coast. The fjords are continued inland by narrow and deep valleys, gradually rising towards the bleak and barren tablelands *(Fjeldvidder)* of the interior. These valleys are usually watered by rivers which frequently expand into lakes, and their inhabitants, the *Oplandsfolk*, are mostly engaged in cattle-rearing. Each valley forms a little world of its own, with its own peculiar character, dialect, and customs. The *Kystfolk*, or dwellers on the coast, are much engaged in the export of mackerel and lobsters to England.

Christiansand, see p. 2. — The first steamboat-station is (2½ hrs.) —

5 S.M. **Mandal** *(Svendsen's Hotel;* British vice-consul, *Mr. T. F. Andorsen)*, the southernmost town in Norway, with 3800 inhab., consisting of *Mandal*, *Malmø*, and *Kleven*, and situated partly on rocky islands. The harbour is at Kleven. — A pleasant excursion may be taken up the valley of the *Mandals-Elv*, which falls into the fjord here, viâ the (45 Kil.) *Hotel Trygstad*, to the (100 Kil.) new *Aaserals Turisthotel & Sanatorium* (1150 ft.; 60 beds; English spoken, pens. from 3½ kr.), on the *Logavand*, where there is good shooting and trout-fishing.

Beyond Mandal we pass the mouth of the *Undals-Elv* and the conspicuous lighthouse on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*, Dutch *Ter Neuze*), 160 ft. in height. This cape is the southernmost point of the Norwegian mainland, and since 1650 has been marked by a beacon-light (the earliest in Norway). The part of Norway to the E. of a line drawn from Cape Lindesnæs to the promontory of Stadt (p. 160) is called *Søndenfjeldske* or *Østenfjeldske Norge*, that to the W. *Vestenfjeldske Norge*. In 2½ hrs. more we reach —

6 S.M. **Farsund** *(Jansen's Hotel;* British vice-consul, *Mr. P. I. Sundt)*, a small seaport with 1600 inhab., near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdals-Elv*. — The steamboat now steers towards the N., passing the lighthouse of *Lister*, and then the mouth of the *Feddefjord* on the right. Steaming up the *Flekkefjord*, we next call at (2½ hrs.) —

6 S.M. **Flekkefjord** (*Wahl's Hotel;* British vice-consul, *Mr. J. P. M. Eyde*), a prettily situated seaport, with 1580 inhab. and a good harbour. To the S.E. lies (10 Kil.) *Fedde* (p. 3), on the fjord of that name, to which the *Kvinesdal* descends from the N.E.; and to the N. runs the *Siredal*, with the *Siredalsvand* (120 ft.), the outlet of which falls into the *Lundevand*, to the N.W. of the Flekkefjord. Issuing from the Lundevand, the *Sira* empties itself into the sea in a cascade.

Rægefjord (not always called at) is the station for *Sogndal*. In $3^1/_2$ hrs. from Flekkefjord we reach —

8 S.M. **Ekersund.** — Salvesen's Hotel, 6-7 min. from the pier and 4 min. from the railway-station; Jæderen, in the market near the station, English spoken. — British vice-consul, *Mr. O. M. Puntervold.*

Ekersund or *Egersund*, a town with 2900 inhab. and a porcelain factory, lies in a rocky region, at the S. end of *Jæderen*, the flat coast-district extending to Stavanger, which affords good fishing and shooting. A fine survey of the environs is obtained from the rocky hill marked by a pole on the top, reached in 25 min. by a narrow street opposite the railway-station, and an ascent to the right past the cemetery and a farm-house.

The Railway from Ekersund to Stavanger (76 Kil., in $2^1/_2$-$3^1/_4$ hrs.; fares 4 kr., 2 kr. 48 ø.), which traverses this coast-plain, is unattractive, but in bad weather will be preferred by many travellers to the steamboat. The chief stations are: (38 Kil.) *Nærbø* (Restaurant), *Sandnæs* (61 Kil.), prettily situated at the S. end of the *Stavanger Fjord*, and (76 Kil.) *Stavanger*.

The Steamboat on leaving Ekersund passes the *Ekerø*, a large island with a lofty iron lighthouse. The coast here is unprotected by islands, and the sea is often rough. The steamer affords a distant view of the flat and dreary coast, enlivened with a few churches and the lighthouses of *Obrestad* and *Feiesten*. To the N. of the latter, and about 12 Kil. from Stavanger by road, is the church of *Sole*, adjoining which are the ruins of the old church, said to date from the 12th cent., and now fitted up as a dwelling by Hr. Bennetter, a Norwegian artist. We steer past the *Flatholm Fyr* and the mouth of the *Hafsfjord*, where Harald Haarfager (p. 98) gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E., passes the *Tungenæs*, a promontory with a lighthouse, and (4 hrs. from Ekersund) reaches —

15 S.M. **Stavanger.** — **Hotels:** *Grand Hôtel, Valbjerg-Gade, corner of the Nedre Holme Gade (Pl. C, 2), R. 3 kr., good cuisine; Jespersen's Hotel, Provstebakken 2, corner of the Kirke-Gade (Pl. C, 2), commercial; Phœnix, on the Skagen (English spoken); Olsen's Hotel, Olafskleven 9 (Pl. C, 3); O. Larsens Enke's Private Hotel, Nordbø-Gade 4, near the steamboat-quay, small. — **Confectioner & Café**, *June*, Kongs-Gade 37, near

the park. — SEA BATHS at the Strømstenen (Pl. F, 2), to the E. of the town. — WARM BATHS in Jorenholmen.

Carriages at *Heiland's*, Hetlands-Gade; *Pettersen's*, Lokkeveien, etc. Carr. with one horse, 1-4 pers., 1, 1½, or 2 kr., two horses 2½ kr. per hr.

Shops. Goldsmith: *Hellstrøm*, Nedre Holme-Gade 22. Furrier: *Ol. Jensen*, Kirke-Gade 44. Fishing-tackle: *J. Rasmussen & Racine*, Østervaag; Wood-carving, embroidery, etc.: *Stavanger Husflidsforening*, Kirke-Gade 20.

POST AND TELEGRAPH OFFICE, Øvre Holme Gade (Pl. C, 2). — BANKS: *Norges Bank*, opposite the cathedral; *Stavanger Privatbank*, near the Grand Hotel.

BRITISH VICE-CONSUL, *Mr. Lars Berentsen*, who will also change English money. AMERICAN CONSULAR AGENT, *Mr. Chr. F. Falck.*

Stavanger, capital of the 'Amt' of that name, with 24,000 inhab., prettily situated on a branch of the *Bukkenfjord*, or *Stavanger Fjord*, is the commercial centre of the *Ryfylke*, the district enclosing the fjord, and is also one of the oldest towns in Norway. It dates from the 8th or 9th century, but as it has suffered frequently from fires it now presents quite a modern appearance. Alex. L. Kjelland, the poet (b. 1849), a native of the town, has been burgomaster of Stavanger since 1892. About 500 vessels, including 50 steamers, with 4450 sailors, belong to the port. Fish is the chief export, particularly herrings, anchovies, and mackerel. Stavanger is the first port of call for the steamers from Newcastle, Hull, Rotterdam, and Hamburg.

The quay of the large steamers (Pl. B, 1) is at the mouth of the harbour of *Vaagen*, which runs far inland, on the N.W. side of the peninsula of *Holmen*. That of the fjord steamers is on the N.E. side of Holmen (Ryfylke-Bryggen; Pl. C, 1). The main street of the Holmen quarter is the Kirke-Gade, which, passing the *Valbjergtaarn* (Pl. C, 2; fine view from the top), leads in 6 min. to the cathedral. Opposite is the town-hall with the *Brandvagt* (Pl. C, 3), where the key of the church is procured.

The *CATHEDRAL (Pl. C, 3), the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Trondhjem, was founded by *Bishop Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). In 1272 it was burned down, but was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured, but since 1866 it has been restored by the architect Von der Lippe of Bergen. The nave is separated from the aisles by massive pillars, five on each side, in the peculiar northern Romanesque style, which evidently belong to the original edifice. The choir, which adjoins the nave without the intervention of a transept, terminates in a square form, and has a very effective E. window. Its rich Gothic style points to a date considerably subsequent to the fire of 1272. The choir is flanked with four towers, two at the E. end, and two very small ones at the W. end. The aisles and the S. side of the choir are entered by remarkably fine portals. Pulpit of 1658 and Gothic font in the interior.

To the S. is the *Kongsgaard* (Pl. C, 3), with its old chapel

(*Munkekirke;* undergoing restoration), once the residence of the bishop, who was transferred to Christiansand in 1685, now the *Latinskole.* — To the E., by the *Bredevand*, is a small *Park* (Pl. C, 3), adjoined by the *Kongs-Gade*, a favourite promenade skirting the lake. — To the S., beyond the railway, are the *Theatre*, and the new *Museum* (Pl. C, 4), containing antiquities, natural history specimens, and the town picture-gallery. — The *St. Petrikirke* (Pl. D, 2) was built by Von der Lippe in 1863-65. — The Peders-Gade, nearly $^1/_2$ M. long, leads to the docks by the *Spilderhaug* (Pl. F, 2).

Fine Views from the *Vaalandshaug* (330 ft.; with a tower), 1 M. from the Bredevand (past the museum, then to the left), and from the *Ullenhaug* (460 ft.), $^1/_2$ M. farther on, both to the S. of the town; also from the town-park of *Bjergsted*, 20 min. to the N.W. of the town. The park is reached by the Løkkevei (Pl. B, 3, 2), and the Bjergtedsvei (Pl. A, 1), or by boat from the steamboat-quay in 10 min. (20 ø.). To the left of the entrance to the park is a hospital for infectious diseases (if occupied, the park is closed).

An excursion may be taken to *Sole*, a village on the coast of Jæderen, 12 Kil. to the S.W. (p. 90). We may then return by *Malde*, to the N. of Sole, along the Hafsfjord (p. 90).

The Stavanger Fjord.

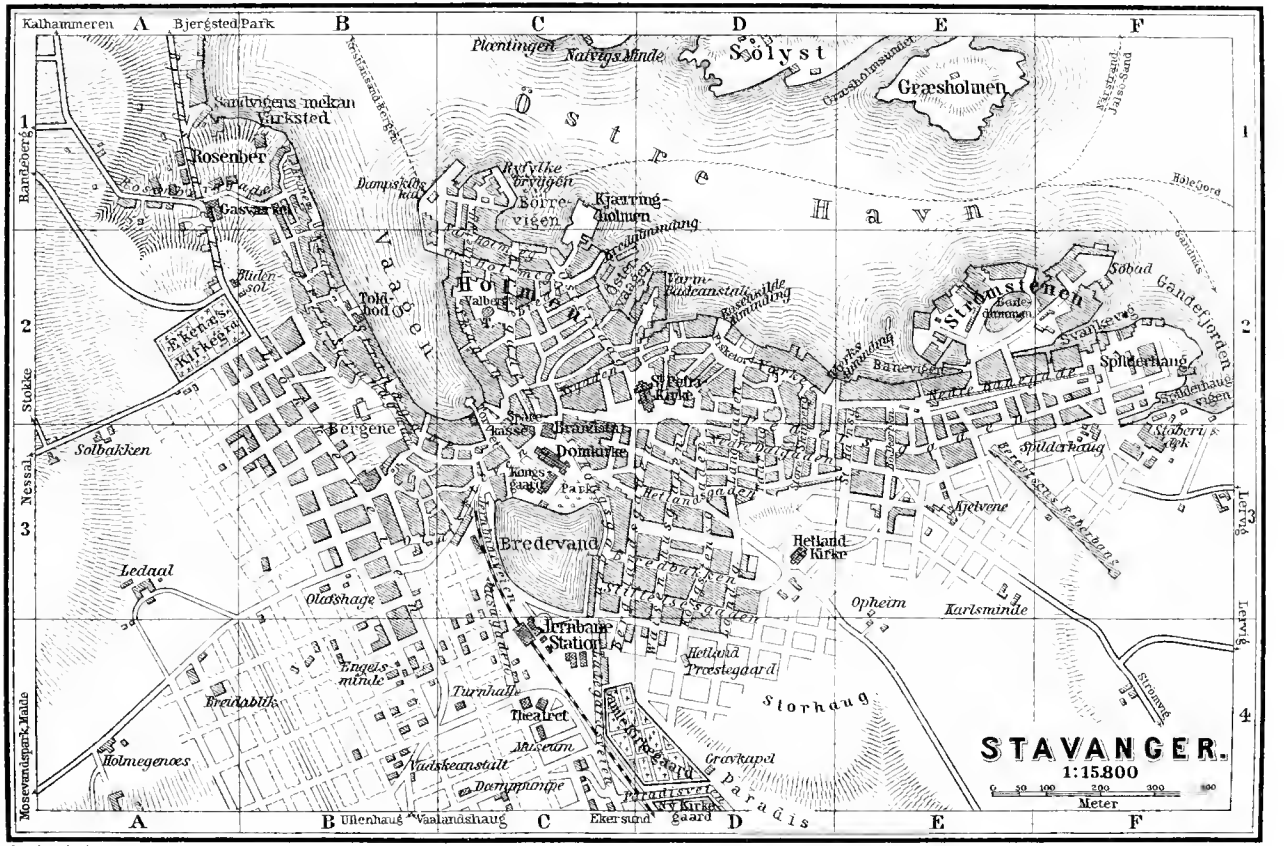
The *Bukkenfjord* or *Stavanger Fjord* is a broad basin to the N. of Stavanger, studded with numerous islands, and has ramifications indenting the land in every direction, some of them with smiling shores, others enclosed by precipitous cliffs. The lower part of the slopes is generally cultivated, while snow-fjelds appear in the background. The only inhabited places are the islands and the deposits of debris at the foot of the cliffs. The scenery is little inferior to the finest on the Hardanger Fjord.

a. The Lysefjord.

Steamboat twice weekly (Wed. & Sun.) in July and August to *Lysebunden* at the E. end of the fjord; there and back in 9-10 hrs. On three days a week all the year round the steamer calls at *Høgsfjord* and at *Fossand* (2 hrs.), at the entrance to the fjord. On these days a rowing-boat may be taken from Høgsfjord or from Fossand to Lysebunden, returning next day (with two rowers 15-20 kr.), but this is fatiguing and not recommended.

Høgsfjord or *Høle* (tolerable quarters), to which we may also drive from rail. stat. Sandnæs (24 Kil., in 3-4 hrs.), lies on the *Hølefjord*, nearly opposite the mouth of the Lysefjord, on which lies *Fossand*, near the church of *Gjøse*. A large moraine here led Esmark, the Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers.

The ***Lysefjord**, the grandest fjord on the S.W. coast of Norway, is an arm of the sea, 500-2000 yds. broad, 37 Kil. long, and at places 1400 ft. deep, and enclosed by precipitous cliffs rising to a height of 3300 ft. The fjord is almost uninhabited. Opposite *Hølestid* lies the island of *Holmen*. About 20 min. later the steamer comes in sight of a curious rock high up on the N. bank. At the head of the fjord ($2^1/_2$ hrs. by steamer from Fossand), among huge rocks, lies the station of *Lysebunden* (two beds of the Stavanger



Geograph. Anstalt von

Wagner & Debes, Leipzig.

1:500.000
Norsk Mil.
Bjelland Fjære
Kilometres.
Selestad
Engl. Miles.
Röldal Hardanger
Fjälberg
Halsenö
Borgundö
Skonevik
Leirdal
Stödle
Grindheim
Gjerdr
Grauhorg
Vesterfj.
Olen
Sandeid
Vikedal
Vats
Nerstrand
Foldö
Jälsö
Helga Fj.
Erfjord Kl.
Saude
Saudefjord
Hvitsanfjord
Sandeidfjord
Vinde Fjord
Suledal
Sand
Gröndals N.
Kvanne
Haga
Roaldkram
Fjeldal
Selands N.
Nevrod N.
Brudkleiva
Ostrem
Skavlen N.
Roalds
Nuten
Svinestöl
Pagerlid
Storev.
Korle N.
Ulkerdals N.
Reinaskard
Svartev.
Bergedal
Bredbotten
Hegedal
Holmev.
Dalevas
Stordokk
Fjare
Aasto
Sondenva
Botnafj.
Moldal
Rens N.
Skard N.
Karring N.
Moldeltveit
Thengesdal
Skard S.
Vatndals N.
Vedrei
Vinje N.
Kolbeinskard
Broddskard
Vas S.
Suledal
Sand
Melleland
Mo
Stor Kl.
Rest Fj.
Veilen
Veilen Fj.
Fatshus
Skute
Kari N.
Svinev.
Napen
Sandsätv.
Drakeleia
Uladal
Fjurbuy
Fagerdal
Segedals N.
Oddeb.
Blaa Fj.
Odde Heia
Santa
Graurefj.
Gjetevyu Fj.
Kallen
Sue N.
Björn N.
Vindal
Östmand
Bjerkreim
Lyngdal
Haugesund
Skudeneshavn
Karmöy
Utsire
Ryvarden
Sotra
Bergen
Hardanger Fjord
Sörfjord
Hardangervidda
Hallingskarvet
Hardangerjökulen
Folgefonn
Jondal
Kinsarvik
Odda
Ullensvang
Lofthus
Utne
Kvamskogen
Rosendal
Kvamsöy
Tysnes
Stord
Leirvik
Sunde
Fitjar
Bremnes
Os
Austevoll
Sture
Fedje
Sulen
Lindas
Meland
Radfjorden
Lindaas
Alversund
Fana
Bergen
Arna
Stanghelle
Vaksdal
Dale
Eksingedal
Modalen
Romarheim
Vossevangen
Voss
Evanger
Granvin
Eidfjord
Ulvik
Vik
Lavik
Balestrand
Leikanger
Sogndal
Kaupanger
Hafslo
Luster
Skjolden
Jostedal
Fortun
Gaupne
Sognefjord
Aurland
Flam
Gudvangen
Naeroyfjord
Aurlandsfjord
Lyngdalsfjord
Vangsnes
Dale
Forde
Jölster
Hyen
Vadheim
Askvoll
Florö
Bremanger
Svelgen
Nordfjord
Stadtlandet
Kinn
Vaagsö
Selje
Eid
Hornindal
Nordfjordeid
Stryn
Loen
Olden
Innvik
Utvik
Hellesylt
Geiranger
Geirangerfjord
Stranda
Sunnmöre
Hjörundfjord
Aalesund
Giske
Vigra
Godöy
Ellingsöy
Valderöy
Hareid
Ulsteinvik
Ulsteinfjord
Sula
Storfjord
Hundvaag
Fosnavaag
Herö
Sandö
Vanylven
Syvde
Sykkylven
Stranda
Hellesylt
Geiranger
Geirangerfjord
Norddal
Tafjord
Valldal
Sunndalsöra
Sunndalsfjord
Romsdalsfjord
Romsdal
Molde
Vestnes
Rauma
Veblungsnes
Kristiansund
Frei
Averöy
Smöla
Hitteröy
Trondheimsleia
Trondheimsfjord
Trondheim
Stjördal
Levanger
Verdalsöra
Steinkjer
Namsos
Namsenfjord
Foldafjord
Beitstadfjord
Inderöy
Mosvik
Lysgarden
Vuku
Snasa
Grong
Namdalen
Namsskogan
Lierne
Röros
Tydal
Selbu
Meldal
Orkanger
Orkedal
Orkla
Gauldal
Soknedal
Hitra
Frohavet
Fillan
Agdenes
Hasselvik
Buvik
Hommelvik
Malvik
Hell
Stjördalshalsen
Meraker
Tunnsjö
Snasavand
Vefsen
Mosjöen
Vefsenfjord
Leirfjord
Sandnessjöen
Alstahaug
Herjangsfjord
Vikna
Nordland
Rana
Ranen
Ranfjord
Dunderland
Dunderlandsdal
Mo
Korgen
Hemnesberget
Hemnesberget
Rödö
Leirfjord
Vefsenfjord
Helgeland
Helgelandskysten
Sandnessjöen
Alstahaug
Herjangsfjord
Vikna
Nordland
Rana
Ranen
Ranfjord
Dunderland
Dunderlandsdal
Mo
Korgen
Hemnesberget
Rödö
Leirfjord
Vefsenfjord
Helgeland
Helgelandskysten

BUKKEN
FJORD
Kirkeö
Bergö
Ombö
Stjärnerö
Findö
Randö
Sörbö
Rennesö
Talgö
Mosterö
Askö
Omö
Strand
Hängö
Idsö
STAVANGER
Holmen
Vaagen
Vardafj.
Riskekverven
Vielandv.
Ekersund
Oltesvik
Frafjord
Nærbø
Kristiansand
Bergen
Geograph. Anstalt von
Wagner & Debes, Leipzig
STAVANGERFJORD

tourists' cluh at the gaard *Nedribø*). On the *Kjerag*, a mountain towering above the head of the fjord on the S. side, a curious phenomenon is sometimes ohserved. A crash like thunder is heard, and immediately after it what looks like a gleam of light, hut is probahly spray, flashes horizontally over the fjord, disappearing halfway across. The noise and gleam are helieved to proceed from a kind of cavern in the face of the rock at least 2000 ft. ahove the fjord, and inaccessihle except perhaps hy ropes from the top, 1000 ft. higher.

From Lysebunden to *Helle* in the Sætersdal, very fatigning, see p. 5.

The *Frafjord*, as the S.E. end of the Hølefjord is called (visited twice in alternate weeks hy the steamer), is also worth visiting. There is a good salmon-stream here.

b. The Sandsfjord, Hylsfjord, and Saudefjord.

STEAMBOATS, one (the 'Robert') starting from the quay at the Vaagen, the others from the Ryfylke-Brygge, ply 5-6 times a week, to *Sand* in 4-5½ hrs. (fare 2 kr. 70 ø.); to *Saude* in 5½-7½ hrs. (fare 3 kr. 60 ø.). Once a week a steamer to Jælsø or Jelse, touching at a great many intermediate stations, affords a longer but more attractive route (also taken by the Sandeid steamers as far as Jælsø).

On leaving Stavanger we get a glimpse of the open sea to the left, hut it is soon shut out hy the islands. On the left lies the *Vadsø*. On the right are visible the mountains of the mainland, with snowy peaks in the distance. In an hour we pass *Strand* and *Tou*. Between these places opens *Bjørheimskjæften*, a gorge through which the *Bjørheimsvand* empties itself into the fjord.

From Tou a good road leads past the Bjørheimsvand to the *Tysdalsvand*, on which we may row to the gaard *Nedre Tysdal* at the E. end; walk thence over the hill to *Tveit i Aardal*, near *Bergeland*, and follow the road down the *Store Aa* to Aardal (see below), about 27 Kil. in all. From Bergeland the *Hjafos* may be visited.

The steamer usually steers N., past the *Talgø* on the left and the *Fognø* on the right, to *Juteberg* or *Judeberget* on the *Findø;* then across an open part of the Stavanger Fjord, where we get a glimpse of the Atlantic to the left, to the *Stjærnerø;* thence through a narrow strait hetween that island and the *Bjergø*, and across the *Nærstrandsfjord* to *Nærstrand*, a favourite summer-resort; next across the mouth of the Sandeidfjord and past the *Foldø* to Jælsø (p. 90).

The steamers touching at Tou afterwards enter the *Fisterfjord*, call at *Fiskaaen*, and steer up the *Aardalsfjord* to *Aardalsosen* or *Aardal*, near the mouth of the *Store Aa*, which descends from the *Øvre Tysdalsvand* and other, smaller, lakes. (Thence to Tveit, near Bergeland, 8 Kil., see above.) Ohserve the extensive moraines of ancient glaciers. — Steaming down the fjord again and up the Fisterfjord to the N., we pass hetween the mainland and the *Randø* and reach *Hjelmeland*, a pleasant village amidst orchards, which has its name from a 'helmet' shaped hill near the church.

We next enter the **Hjøsenfjord*, with its wild and grand rocks,

somewhat resembling the Lysefjord, and call at *Tytlandsvik* or *Tøtlandsvik* on a bay of its S. bank, and at *Valde* on its N. bank.

From the head of the Hjøsenfjord a rough and fatiguing path crosses the mountains in two days to *Valle* in the Sætersdal (p. 5).

Returning to the mouth of the fjord, we next steer N. to *Knutsvik* and then enter the mountainous *Erfjord*, where we call at *Haalandsosen*, and thence direct our course to the W. to *Jælsø*.

Jælsø or *Jelse* (Inn), which the direct steamers from Stavanger reach in 3-4 hrs., and the indirect coasters in 5-10 hrs., is a considerable village, with a church. Most of the steamers touch here and exchange passengers for different destinations.

The vessel next steams up the **Sandsfjord**, which gradually narrows and is enclosed by lofty rocks, with several waterfalls. The fjord afterwards expands a little. In 1½ hr. from Jælsø we reach —

Sand (**Kaarhus*, R. 1, B. 1¼, S. 1½ kr.; **Rasmussen*), at the mouth of the *Logen*, which forms the pretty *Sandsfos* 5 min. above the village. Route to the Suldalsvand, and thence to Horre and Odde, see p. 95.

The Sandsfjord now divides into the Hylsfjord to the N.E. and the Saudefjord to the N.

Once a week the steamer enters the **Hylsfjord*, at the grand head of which lies the station of *Hylen*. Fine waterfalls descend from the cliffs.

From Hylen to *Vaage* on the Suldalsvand, 1½-2 hrs. by a good bridle-path ascending the wild *Hylsdal*, and crossing the **Hylsskar*, where we enjoy a splendid view of the lake below (comp. p. 96).

In 1½-2 hrs. from Sand the steamer reaches the head of the **Saudefjord**, at which lie —

Saude or *Søvde* and *Saudesjøen* (**Rabbe's Inn*), pleasantly situated, favourite resorts from Stavanger. Walks to the S.W. to the pretty *Svandal;* to the N.E. to (2 hrs.) *Birkelandsdalen*, with its zinc-mines; to the E., along the fjord, to (35 min.) *Indre Saude*, with the parish-church and a view of the *Søndenaa-Fos*, and thence to (10 min.) the bridge across the stream descending from the *Aabødal*, which here forms the *Høllandsfos*.

From Saude through the Slettedal to Seljestad, 1½ day (road under construction). Guide and provisions indispensable. — As far as the (¾ hr.) bridge at the *Høllandsfos*, see above. About 35 min. farther on is the gaard of *Østreim*. To the right rises the snow-clad *Skavle Nut*. We now begin the ascent; below, to the right, flows the *Stor Elv*. Several fine views, as we look back on the Saudefjord. About halfway up we reach the gaard of *Fivelland*; and in 2½ hrs. from Saude, arrive at the top, commanding a grand rocky landscape. As we once more descend we enjoy increasingly beautiful views of the *Store Lid-Vand*, with the Suldalsfos, and of the whole basin of Aarthun, a green oasis, with houses, fields, stream, lake, and waterfall, amidst a dreary chaos of rocks.

At Aartun, 4½ hrs. from Saude, we pass the night (clean bed, with 'Fladbrød', milk, and cheese, at the house of *Christen Aartun*). — The route now enters the *Slettedal* to the N., and leads through a monotonous landscape, passing numerous sæters and waterfalls. After 5 hrs. from Aartun, or about halfway to Seljestad, the path begins to ascend, and soon commands a fine retrospect of the snow-draped Kirke Nut and the

Slettedal. Farther on, we see the Folgefond (p. 98) a little to the left. We cross a wide tract of moorland with numerous ponds, and gradually descend to the Røldal road and in a few min. reach (10 hrs. from Aartun) *Seljestad* (see p. 97).

c. The Sandeidfjord.

STEAMER to *Sandeid* 4 times a week, in 7-8½ hrs. (fare 2 kr. 70 ø.).

The steamers go either by *Judeberget*, *Nærstrand*, and *Jælsø* as above described, or take a longer route, touching at *Tou*, *Aardal*, and *Hjelmeland*.

From Jælsø or from Nærstrand they steer N. into the *Sandeidfjord*, which presents no special attraction. Two lateral fjords diverging from it, the *Yrkefjord* to the W. and the *Vindefjord* to the E., form a complete cross, recalling the form of the Lake of Lucerne. Some of the steamers call at stations on these fjords. *Vikedal*, at the mouth of the Vindefjord, has a number of handsome gaards.

At the head of the fjord lies *Sandeid* (Fru Meidell's Inn), whence a road leads N. to *Ølen* (8 Kil.; p. 99).

17. From Stavanger by the Suldalsvand to Odde on the Hardanger Fjord.

2-3 Days. This is perhaps the finest of all the approaches to the Hardanger Fjord. 1st Day. STEAMER (see p. 93) in 4-5½ hrs. to *Sand*. ROAD (fast skyds) to *Osen*, a drive of 2½ hrs. — 2nd Day. STEAMER on the Suldalsvand (once or twice daily in both directions) to *Næs* in 2¼ hrs. (fares 2 kr., 1 kr.). ROAD (fast skyds) to *Horre (Breifond Hotel)*, in about 3 hrs. — 3rd Day. ROAD (fast skyds) to *Odde*, a drive of about 7 hrs.

From Stavanger to *Sand*, see p. 94. — The *Logen*, whose valley the road ascends, forms several waterfalls (Sandsfos, p. 94). Both the river and the Suldalsvand, out of which it flows, abound with salmon and have been leased for 40 years by English anglers, whose handsome residences are seen at Sand, at the Skotifos, and near the church of Suldalen. About ¾ hr. from Sand we pass the hill of *Juvo*. To the left are the *Grovfos* and the *Skotifos*. The road crosses the river ½ hr. farther on. Fine view in front.

The church of *Suldalen* and the gaard of *Mehus* lie to the left. In 50 min. more (a drive of about 2½ hrs. from Sand) we reach —

19 Kil. **Osen** or *Suldalsosen (*Underbakke's Hotel*, R., B., or S., each 1½ kr.; *Hotel Suldal)*, beautifully situated on the right bank of the Logen, at its efflux from the Suldalsvand. Opposite rises the curious rocky pyramid of *Straabøkollen*.

The ***Suldalsvand** (steamer, see above), the S. part of which is enclosed by high mountains, is 28 Kil. long, but at first is no broader than a river. To the right lies the gaard of *Vik*, to the left *Vegge*. To the left is *Kolbeinsthveit*, where the road ends; to the right is *Helgenæs*. We then traverse the rocky defile of **Sutdalsporten*, where the imposing cliff to the left rises to a height of 330 ft.

The lake now suddenly expands. In a bay to the left are the large farms of *Kvildal* and *Øiestad;* then *Vorvik* and —

Vaage (good quarters; steamboat-station), with the *Hylsskar* rising above it (p. 94). We here enjoy a view of the central reach of the lake, there being five reaches in all. To the left, farther on, lies *Laleid*, on the hill. In front we obtain a good view of the curiously rounded and polished promontory of *Boshaugen* and of the mountains to the N. To the S.E. rise the snow-clad *Kalle Fjeld* and the long *Kvenne-Heia.* — The steamer's terminus is Næs, but three days a week (and at other times if required) it goes on to (4 Kil.) *Roaldkvam* (p. 6).

Næs or *Næsflaten (Hôtel Bratlandsdal*, near the steamboat-quay, new, English spoken; **Erik Gauthun's*, moderate, with the skyds-station and post-office; *Nils Ljone's Hotel*, R. 1, B. 1, S. 1 kr.; *Selland's)*, which affords a fine view of the lake and the snow-clad mountains in the background, lies at the mouth of the *Bratlands-Elv*, at the beginning of the road to Rældal. Conveyances meet the steamers.

The road ascends the beautiful ***Bratlandsdal***, passing at first through a grand gorge, with overhanging rocks and several waterfalls. At places it is hewn in the rock, and at one point passes through a tunnel. Farther on the valley is less interesting. At the gaard of *Thornæs*, about $5^1/_2$ Kil. from Næs, we cross to the left bank of the *Bratlands-Elv*, and farther on we pass the gaards of *Bratland.* To the left is the lofty *Flæsefos.* Farther on we pass the gaards of *Ørebække*, *Selland*, *Hægerland*, and *Lien*, on the slope of the *Kaalaas*, and traverse a narrow ravine, with a series of rapids. We then cross the *Hægerlands-Bro* to the right bank of the stream. This part of the route shows the most fantastic rock-formations, due to the ceaseless energy of the river. The road now reaches the narrow *Ljonevand*, skirts the gaard *Ljone*, and crosses the bridge of that name. Charming scenery. Above the small *Hundefos*, the outlet of the Rældalsvand, towers the *Ljonehals*, a huge cliff worn smooth by the river.

Botten or *Botnen*, formerly a skyds-station, lies at the S. end of the **Rældalsvand** (1225 ft.), a lake enclosed by finely-shaped mountains. The road crosses the Bratlands-Elv and leads on the W. bank of the lake to (20 Kil.; pay for 24) —

Horre or *Haare*, where it joins the road to Telemarken, which skirts the lake, at the N. end of which appears *Rældal* (p. 39). On the Hardanger road, a few min. beyond the junction, is the **Breifond Hotel & Sanatorium* (R. $1^1/_2$-3, B. $1^1/_4$, D. 2, S. $1^1/_2$ kr.; English spoken; Engl. Ch. service in July & Aug.), with a fine view of the lake and of the Haukelifjeld.

The Hardanger road leaves the lake at Horre and ascends the *Horrebrækkene* in windings, which walkers avoid by short-cuts. On the right are the precipices of the *Horreheia*, on the left the

Geograph. Anstalt von Wagner & Debes, Leipzig

Stavanger — Fjälberg — Skonevik

1:500.000

Kilomètres — Engl. Miles

YTRE HARDANGER

Elgersheia. Looking back, we see the *Bredfond* or *Breifond* towering above the Røldalsvand to the S.E. At the top of the hill (3415 ft.), 5-6 Kil. from Horre, the road remains tolerably level for some distance and crosses a dreary solitude with several ponds. We soon obtain a view of the snowy Folgefond (p. 102). The road gradually descends the **Gorsvingane**, and the **View increases in magnificence. Far below us lies the narrow *Gorsboten*, flanked by steep hills, with the sombre *Gorsvand*, at the lower end of which is a waterfall. Beyond stretches the wide valley of Odde, with the long snow-fields of the Folgefond as a background to the left, one of the grandest and most characteristic mountain-scenes in Norway. The old bridle-path and the streamlet which lower down becomes the *Hedsten-Elv* are seen from time to time by the side of the Gorsvingane. At the lower end of the Gorsvand (2815 ft.) is a kind of rocky gateway, where the view becomes unimpeded. Thence we proceed in zigzags, past *Svaagen* and the *Hedstensnut*, to the green plateau on which lies —

21 Kil. (from Horre; pay for 25; 28 Kil. from Røldal) **Seljestad** (2040 ft.; *Seljestad's Hotel*, R. 1¼, B. 1¼, S. 1 kr.; *Andersen's*). Those who have a day to spare may pay a visit to a herd of reindeer, pastured a few hours from here, belonging to the villagers.

The road proceeds across the plateau and crosses the stream, which forms a waterfall, about 6 Kil. from Seljestad. A projecting rock a few paces to the left of the road, beyond the 20th kilomètre stone 'fra Odde', affords an attractive view of the *Hesteklevfos*. The road now descends in curves. A footpath leads to the left to a point marked by an iron signal, from which we have an admirable view of the wild and wooded gorge of ***Seljestadjuvet**, through which the road threads its way. Lower down the road crosses to the left bank of the stream (continuous picturesque views). Shortly before the next bridge a narrow road descends to the left through wood to the gaard of *Jøsedal* and on to Fjære (p. 99); the similar road beyond the bridge ascends to the gaard of *Skard*. About 3 Kil. farther on the road passes below the **Espelandsfos*, on the left, and the **Lotefos*, on the right. On an eminence to the right is the inn. From this point to Odde is a drive of 2 hrs.

26 Kil. *Odde* (p. 106).

18. From Stavanger to Bergen by Sea.

The direct distance by water from Stavanger to Bergen is 25 Norwegian sea-miles (100 Engl. M.), but the course taken by the steamers is considerably longer. In the following route the distances are given in sea-miles from station to station. — FROM STAVANGER TO BERGEN about twenty steamers ply weekly, ten being large vessels from Christiania and two from Hamburg, while five smaller steamers ply between Stavanger and Bergen only. The larger boats touch at *Kopervik*, *Haugesund*, and *Lervik* only, some of them at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bømmelø* and the *Stordø*, or between the latter and the *Tysnæsø*. The outer islands are mostly bare and rocky, and

of moderate height. The voyage by the direct steamers takes 10-12 hrs., by the others 12-15 hrs., most of them taking the interesting course via *Terøen* (p. 99).

Nearly the whole voyage by all these steamers is in smooth water, protected by islands, except for a short distance between Stavanger and Kopervik, and between Haugesund and Langevaag. As the fine scenery of the Hardanger Fjord (R. 19) does not begin till the Herø and the Terø are approached, the traveller loses little by going thus far at night.

Stavanger, see p. 90. The vessel steers N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg;* to the right the *Hundvaagø*, the *Mosterø*, the *Klosterø* with the ruined *Ulstenkloster*, and beyond it the *Rennesø* and other islands. Before entering the open *Bukkenfjord*, we observe on the left the lofty lighthouse on the *Hvitingsø*, and to the N.W. the lighthouse of *Falnæs (Skudesnæs)*. We pass on the left the small seaport (1200 inhab.) of *Skudesnæshavn*, with its lighthouse, at the S. end of the *Karmø*. The steamer now enters the *Karmsund*. The first station at which the smaller steamers usually stop is *Førresvik*, on the *Bukkenø*.

6 S.M. **Kopervik**, or *Kobbervik (Mad. Petersen's Inn)*, with 850 inhab., on the *Karmø*, a large and populous island, is the chief centre of the herring-fishery. The island is nearly flat, and partly cultivated, but consists chiefly of moor, marsh, and poor pasture-land, and is almost destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded valuable relics. The climate, cool in summer, mild and humid in winter, is exceptionally healthy, the average death-rate being only 12 per thousand. — About 16 Kil. to the W. of the Karmø lies the small and solitary island of *Utsire*, with a chapel and a lighthouse, where herrings usually abound.

On the left, about 7 Kil. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and leaning towards it, is an old 'Bautasten', 26 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. — Farther to the N., on the opposite side of the 'Sund', are five similar stones, the '*Five Foolish Virgins*'. At the end of the Karmsund, on the mainland, lies —

2 S.M. **Haugesund** *(Jonassen's Hotel; Grand Hotel)*, or *Karmsund*, with 5800 inhab., to the N. of which rises the *Haraldshaug*, where the supposed tombstone of Harald Haarfager (d. 933) is pointed out. On this spot rises the *Haralds-Støtte*, an obelisk of red granite, 55 ft. in height, on a square pedestal, around which are placed stones, 8 ft. high, representing the districts into which Norway was formerly divided. It was erected in 1872, on the thousandth anniversary of Harald's famous victory (p. 90). — A road leads from Haugesund to the E. to (48 Kil.) *Ølen* (p. 99).

To the N. of Haugesund is an unprotected part of the coast, called *Sletlen*, which the steamers pass in about an hour. Near the N. end of this tract is *Lyngholmen*, where some of the steamers

call, the first station in Bergens-Stift. To the W. is the *Ryvardens-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the Hardanger (see below), passing the *Bømmelø* on the left, which contains gold-mines of little value, and on which rises *Siggen* (1540 ft.), a hill known as one of the 'towers' of Bergen. This district is called the *Sønd-Horland*, the natives *Søringer*. Grand mountains in the background. Some of the steamers next touch at *Tjernagel*, on the mainland, others at *Langevaag*, on the Bømmelø, opposite.

6 S.M. *Mosterhavn*, on the *Mosterø*, boasts of a church built by Olaf Tryggvason (995-1000), the oldest in Norway.

2 S.M. **Lervik** *(Dahl's Hotel)*, where passengers to and from Ølen-Fjære (see below) change steamers, lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the Hardanger. The wooded *Halsenø*, to the E., contains remains of a Benedictine monastery, founded probably in 1164, and several barrows. — Comp. annexed Map.

To the S. of Lervik opens the *Aalfjord*, with the villages of *Rekenæs* and *Vikevik*. To the E. is the *Skoneviksfjord*, on which a steamer plies.

On the *Ølenfjord*, a S. arm of the Skoneviksfjord, lies **Ølen** (*Inn*, skyds-station), 8 Kil. from Sandeid (p. 95), and visited 6 times weekly by steamer. Several steamers call at **Etne**, at the head of the *Etne-Pollen*, whence a mountain-path leads direct to *Seljestad* (p. 97), a very fatiguing walk of 11-12 hrs. (about 50 Kil.).

Eastwards from the Skoneviksfjord runs the *Aakrefjord* (steamer once a week only), with the stations *Aakre* and (at the head of the fjord) **Fjære** (good quarters at *Markhuus's*). From Fjære a narrow road, practicable for one-horse vehicles, crosses the mountains, amidst imposing scenery, viâ *Rullestad* (tolerable quarters; in the neighbourhood are some remarkable 'giant's cauldrons'; p. 267) and *Vintertun*, in 6-7 hrs. to (18 Kil.) *Gaard Jøsedal* on the road to *Odde* (p. 97; carriage from Fjære to Odde in about 5½ hrs.). Comp. the *Map*, p. 102.

Beyond Lervik the direct steamer traverses the Bømmelfjord and then the *Klosterfjord*, named after the monastery on the Halsenø.

2 S.M. *Sunde*, on the E. side of the *Husnæsfjord*, on the peninsula of *Husnæs*.

Herøen (*Inn*, well spoken of), a small island opposite *Helvik*, where passengers for the Hardanger sometimes change boats (9½ hrs. from Stavanger, 4¾ hrs. from Bergen).

The scenery now becomes more interesting; the mountains are higher and less barren; on every side the eye is met with a profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking hamlets nestling in sheltered creeks.

3 S.M. (from Sunde) **Terøen** *(Olsen's Inn)*, a little island and village near the N. coast of the fjord, is an important station, four steamers running thence weekly to Bergen, three into the Hardanger, and one to Stavanger. Travellers have often to change boats here. Beautiful scenery; to the W. the large island of Tysnæsøen; to the E. appears the huge snow-mantle of the Folgefond (p. 102).

The district of *Nord-Horland* begins here. The steamer passes

through the *Loksund*, a narrow strait between the mainland and the *Tysnæsø*, an island attractive to artists, anglers, and others. The next station, *Einingeviken*, lies on the Tysnæsø, at the N. end of the strait. Then **Godøsund** (**Gullaksen's Inn*, pens. 3½-4 kr., with sea-baths), on a small island to the N. of the Tysnæsø, recommended for a stay. The *Bjørnefjord* is next traversed. To the N. lies *Ose* or *Oseren* (p. 120). The steamer passes the *Lepsø* (to the right) and steers through the narrow *Krogene* ('windings') and the *Korsfjord*. To the right is the *Lysefjord*, with the charming island of *Lysøe*, the property of the widow of the famous violinist Ole Bull (pleasant day's excursion from Bergen, viâ Nestun and Fane, p. 120), and the ruined *Lysekloster* (dating from 1146) on its E. bank. The steamer then rounds the peninsula of *Korsnæs*. Later, on the left, is the lighthouse of *Marstenfyr*, rising almost directly from the sea. Then *Bukken*, an islet between the mainland and the *Sørtorø;* and next, on the left, the mountainous *Askø* (p. 119). Bergen comes in sight when the steamer rounds *Kvarven*, the N. spur of the Lyderhorn (p. 119).

17 S.M. (from Haugsund; 11 from Terø) *Bergen*, see p. 112.

19. The Hardanger Fjord.

From Stavanger to Odde on the Hardanger Fjord the overland route already described (R. 17) is the most interesting. Or we may go direct by STEAMBOAT, twice weekly (Sun. and Thurs.) in 22 hrs. (fare 15 kr.). Passengers by the Thurs. steamer change at *Herø* into the steamer from Bergen to Odde. Another alternative is afforded once a week by the Bergensk-Nordenfjelske Touristskib.

From Bergen to the Hardanger Fjord: STEAMBOATS to *Eide* almost daily in 9½-15 hrs. (fare 8 kr. 60 ø.); to *Odde* in 12½-19½ hrs. (fare 10½ kr.).

From Bergen viâ Vossevangen (railway) *to Eide*, see R. 21.

From Telemarken viâ Haukeli and *Reldal to Odde*, see R. 5.

The **Hardanger Fjord* is the best-known of the Norwegian fjords, and the beauty of its scenery has been celebrated from very early times. Wergeland calls it '*det underdejlige Hardanger*', the 'wondrous-beautiful'. It certainly presents a most characteristic example of peculiarly Norwegian scenery, with the barren ice-clad fjelds, the broad surface of the fjord, and the narrow strip of fertile and thickly-peopled land between them. To other attractions must be added two of the finest waterfalls in Norway, or indeed in Europe, both easily accessible to good walkers. Yet it cannot be denied that the Hardanger has formidable rivals in beauty in some of the N. fjords which have recently grown in favour with travellers, such as the Fjærlandsfjord (p. 128), the Nordfjord (p. 176), and the Jørundfjord (p. 188). — The people *('Harœnger')* and their national characteristics will interest many travellers. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlids *(Slumretœpper)*, and carpets *(Tœpper)* manufactured in this district are much sought after. The costumes are only seen to

advantage on a Sunday morning before or after divine service. The women wear the 'Skaut', a kind of cap of white linen with stripes, and sometimes a picturesque red bodice. The national music and the Hardanger violin *(Fele)*, in which steel-strings are combined with the gut-strings to increase the sound, are also curious and interesting.

Our description follows the course of the Hardanger-Sønd-horland Steamboats, which, however, call at different stations on different trips and alter their routes accordingly. The distances are given in Norwegian nautical miles (comp. p. 89).

a. The Western Hardanger Fjord, to the Mauranger Fjord.

Steamer from Bergen to *Teroen* in 4½ hrs. (fare 4 kr. 10 ø.); to *Herøen* in 5 hrs. (4 kr. 50 ø.); to *Sundal* twice a week in 5 hrs. (6 kr. 10 ø.). The other steamers do not call at Sundal, but keep nearer the N. bank of the fjord.

At the entrance to the *Kvindherreds-Fjord*, which forms the avenue to the Inner Hardanger, lie on the N. and S. sides respectively the steamboat-stations *Teroen* (10 S.M. from Bergen) and *Herøen* (11 S.M. from Bergen; p. 99), at which the Sundal steamer does not touch.

At Teroen we obtain a beautiful survey of the snowy *Folgefond* (p. 102) with its buttresses. — Beyond Herøen the vessel steers into the *Stor-Sund*, a strait between the islands of *Skorpen* and *Snilstveit* on one side and the mainland on the other. On this strait are the stations *Uskedal*, overtopped by the *Englefjeld* and the *Kjeldhaug*, and *Demelsviken* or *Dimmelsviken* (Inn), between the dark *Solfjeld* on the S. and the *Skinnebergs-Nut* on the E., adjoined by the *Malmanger-Nut*. Then —

2½ S.M. (from Teroen) **Rosendal** *(Hôtel Rosendal)*, near the towerless church of *Kvindherred*, with the park and château (built in 1678) of the Barons Hoff-Rosenkrone. The château contains a statue of the Countess Bariatinska by Thorwaldsen, and a few paintings. — To the E. towers the conspicuous *Melderskin* (4680 ft.), which may be ascended in 6 hrs.: a fair path through the *Melsdal* to the *Midtsæter* and the *Myrdalsvand*, beyond which the ascent is rather steep. Grand view of the Folgefond and of the fjord down to the open sea.

Some of the steamers now cross to the stations *Gjermundshavn* and *Mundheim* on the N. bank (see Map, p. 99), or to the station *Skjelnæs* (quarters at the Landhandler's) in the large *Varaldsø*. Thence to Bakke, Jondal, etc., see p. 103. — Between the Varaldsø and the mainland to the E., on which we observe the church of *Ænæs*, the fjord is called *Sildefjord*.

At Ænæs opens the ***Mauranger Fjord**, on which a steamboat plies only twice a week (eastwards on Tues. & Frid.; westwards on Thurs. & Sat.); on other days it may be reached by boat-skyds from Skjelnæs (about 18 Kil. from Sundal, 3-3½ hrs.' row). This

fjord, flanked with lofty cliffs, stretches one of its arms up to the foot of the ice-clad Folgefond (not visible from the fjord). The steamboat-station is —

3 S.M. **Sundal** *(*Hôtel Sundal)*, the starting-point for a visit to the Folgefond and its beautiful glacier, the Bondhusbræ (on horseback, then on sledges, 1 pers. 12, 2 pers. 15 kr.). Near Sundal is the gaard of *Bondhus*, with its pretty 'Røgstue' (p. 18).

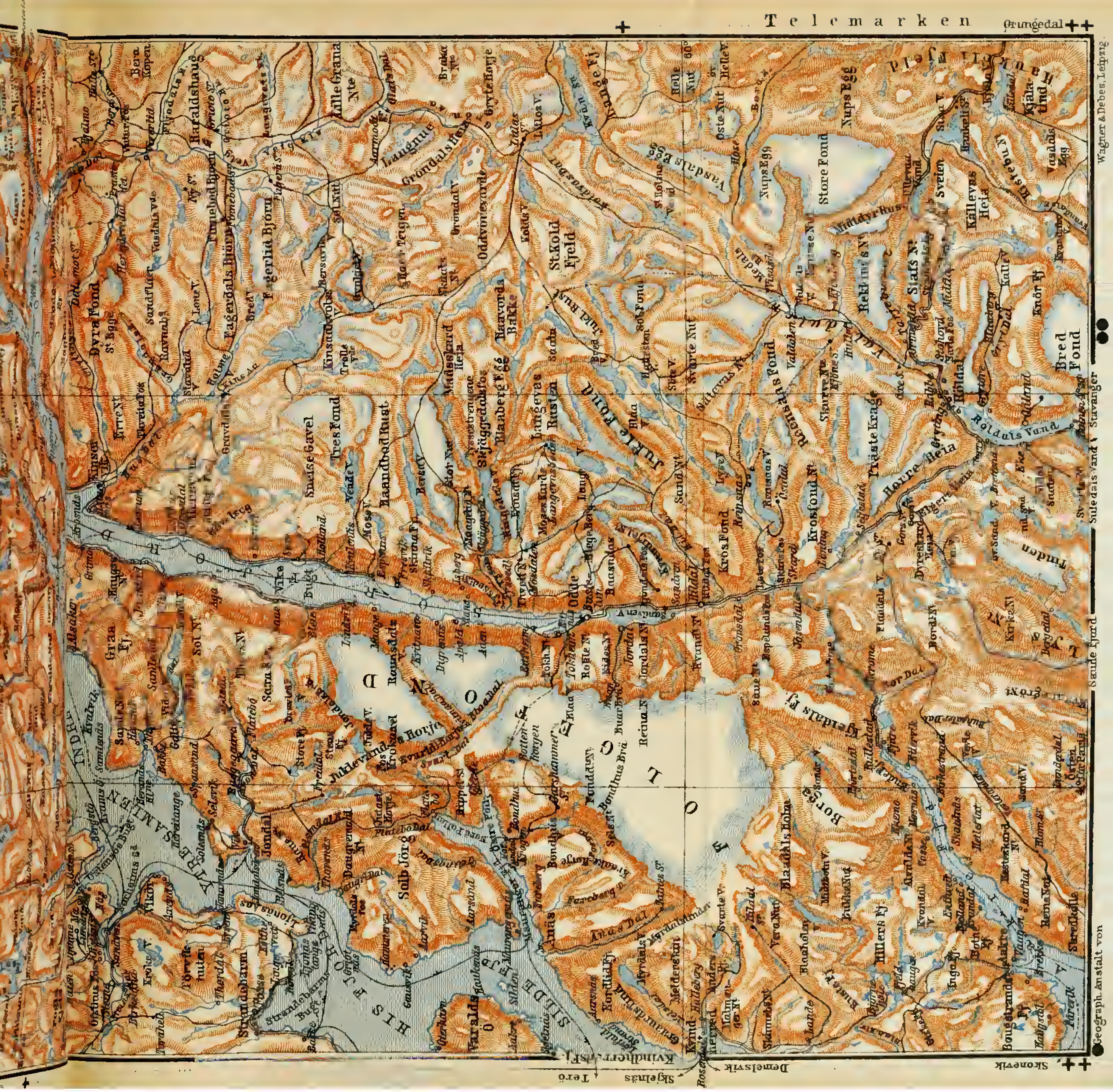
A bridle-path ascends the valley of Sundal, enclosed by high mountains, on the left bank of the stream, crossing remains of old moraines, to the (2-2½ hrs.) *Bondhusvand*, a small lake from whose steep banks fall several cascades. A boat belonging to the Norwegian Tourist Club conveys us to the other end (rowed by the guide brought from Sundal, 1 kr. 60 ø.), and on the way we enjoy a superb view of the ***Bondhusbræ**, which descends from the Folgefond, between the *Selsnut* and the *Bonddalsnut*. The adjoining sæter is occupied till the middle of July. From the lake to the glacier about ¼ hr.

From the Bondhusvand a path constructed by the German 'Nordlands-Verein' in 1890 ascends to the Folgefond. It crosses the glacier-brook to the left by a new bridge and ascends rapidly between the huge boulders of an old moraine. In about 2 hrs. we reach the *Garshammer-Sæter* (about 2300 ft.; where the night may be spent). *Samson Olsen Sundal*, the owner, is one of the best glacier guides. Thence by a good path, passing at one point over steep debris ('Ur'), uncomfortable for riding, in 2 hrs. more to the margin (about 4450 ft.) of the huge ***Folgefond** ('fond', a field of snow, which covers a plateau about 36 Kil. long and 6-15 Kil. broad), without any distinct peak or summit. This enormous mass of snow and ice, which sends offshoots down the valleys in all directions, may be crossed without difficulty. At the rock called *Bottenhorgen* the horses are yoked to sledges and trot up the gradual snowy incline in about 3 hrs. to the top (5425 ft.), where we obtain a view of the Hardanger Vidda. On the E. side the Folgefond descends abruptly. The usual descent, however, to *Tokheim* (p. 106), with guide (1 pers. 8, 2 pers. 10, 4 pers. 12 kr.; also reindeer-sleighs), is not particularly difficult; but the descent by the *Buarbræ* is suitable for experienced mountaineers only (p. 108). But without going farther the traveller will be repaid by an excursion from Sundal to this point and back. The whole excursion from Gjerde (see below) and back can be made in about 7 hrs.

From **Gjerde** on the *Østre Pollen* or E. arm of the Mauranger Fjord (boat from Sundal in ¼ hr., 50 ø.), a bridle-path ascends to the Folgefond and crosses it, passing the hut in the *Urebotn* and the *Hundsør* (5370 ft.), and afterwards descending rapidly to (8-9 hrs. in all) Tokheim (p. 106; guide, Gotschalk Gjerde: 1 pers. 8, 2 pers. 10, 4 pers. 12 kr.). As from Sundal, travellers may ride to the margin of the glacier and cross the snow in sleighs (16, 20, 32 kr.).

INDRE HARDANGER & VOSS

1 : 500.000 Norsk Mil. Kilom. Engl. Miles



Telemarken
Grungedal
Wagner & Debes, Leipzig
Geograph. Anstalt von
Skonevik
Demelsvik
Terö
Stavanger
Saude Fjord
Roldals Vand
Bred Fond
Store Fond
St. Kold Fjeld
Jukle Fond
Kvinherreds Fj.

b. The Central Hardanger Fjord, to Eide on the E.

STEAMER from Sundal to *Eide* twice a week (Tues. & Frid.) in 4-4½ hrs. (fare 3 kr. 70 ø.). The other steamers do not call at Sundal; from Bergen to Eide, omitting Sundal, in 9-14 hrs. (fare 8 kr. 60 ø.).

On leaving the Mauranger Fjord the steamer steers direct to Norheimsund (see below). — The other steamers, after calling at Mundheim or Skjelnæs (p. 101), touch at —

5 S.M. (from Terø) **Bakke** (*Olsen's Hotel*, new), on the *Strandebarmsbugt*, a bay of the *Hisfjord*, to the S. of the church of *Strandebarm*, grandly situated. To the E. we see the *Myrdalsfos* and the Folgefond, to the N.W. the snow-clad *Tveite Kviting* (4190 ft.), and to the N.E. the *Tørvik-Nut* (3520 ft.).

To the left of the Tørvik-Nut a path leads by the gaards of *Haukaas* and *Solbjørg* and the *Torahella* sæter to (4-5 hrs.) *Netland* in the Steinsdal (see below). But the route along the bank of the fjord to Sandven, though longer, is more attractive.

Passing *Rørvik* and *Vikingnæs* (Pension, about 50 kr. per week, frequented by the English; Engl. Ch. service), at both of which the steamer touches once a week, we next cross the Hisfjord to —

2½ S.M. *Jondal* (Utne's Inn), on the E. bank, noted for its 'Hardanger boats'. The fjord contracts.

FROM JONDAL (guide, Nils Vig) a road ascends the *Korsdal* by (¾ hr.) *Birkeland* to (3 hrs.) *Gaard Flatebø* (1100 ft.), grandly situated. We may then go to the S. to the *Jondalsbræ*, near the *Dravlevand* and *Jøklevand;* or to the E. to the *Sørfjord* (p. 106). The latter route (8-10 hrs.; guide necessary) leads from Flatebø to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (5164 ft.), and passes the *Saxaklep*. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisæter* (1080 ft.) and thence to *Bleie* (*Naae*, p. 106).

Beyond Jondal the steamer passes several waterfalls, leaving *Jonanæs* on the right, and enters the *Ytre Samlen-Fjord*, touching at *Skuteviken* once a week. Beautiful scenery. The steamer rounds the *Axenæs* on the W. side, passes the church of *Vikør*, and enters the *Norheimsund*, on which lies —

6 S.M. **Norheimsund** or *Sandven* (**Sandven's Hotel*, R. 1, B. 1, S. 1 kr.; Engl. Ch. Serv. in the season), charmingly situated, and suitable for some stay. Admirable view of the Folgefond, with a succession of intervening mountains. To the W. a road ascends the *Steinsdal;* after ½ hr. we cross a bridge on the right in order to visit the *Øfsthus (Øverste Hus) Fos*, a waterfall 100 ft. high, with a path passing behind it. — The *Torenut* (about 3430 ft.), to the N., easily ascended by the *Sjau-Sæter* in 5 hrs., is a fine point.

Beyond the Øfsthus Fos the road ascends the Steinsdal, passing the farms of *Steine* (tolerable quarters) and *Birkeland*, to (1 hr.) *Netland*. Thence to Bakke, see above. — FROM NORHEIMSUND TO TRENGEREID on the Voss Railway, 1½ day. To the gaard of *Steine*, see above. Thence with guide, in 4½-5 hrs., to *Gaard Eikedal* or *Egedal* (1030 ft.); then a precipitous descent past the *Eikedalsfos*, 285 ft. in height, to the beautiful *Frølandsdal i Samnanger*, in which, 9-10 hrs. from Norheimsund, we reach *Tøsse* (Inn), on the *Aadlandsfjord*. From Tøsse we cross by boat to (4 Kil.) *Aadland* (p. 120), whence a skyds-road leads to Trengereid.

Beyond Norheimsund the steamer touches at —

Østensø (*Hôtel Østensø*, at the pier), prettily situated on the bay of that name, a summer-resort.

A promontory to the W. of Østensø separates the bay of Østensø from the narrow and picturesque **Fiksensund**, 11 Kil. long, at the head of which lies *Gaard Botnen*, where night-quarters may be obtained at Erik Flatebø's (steamer on Sun. evening, or reached by boat from Østensø in 3½-4 hrs.). High up on the hillside beyond the Næs is seen a huge giant-cauldron ('Jættegryde'), called *Gygreræva* (*Gygr*, 'giantess'), from the tradition that a giantess, trying to draw an island in the fjord towards her, failed from the breaking of the rope, and caused this indentation by falling backwards. — From Botnen to Bolken, a full day's walk. A tolerable bridle-path ascends the *Flatebøgjel* (*Gjel*, 'rocky ravine') to the (5 Kil.) *Løkedal* sæter (whence we may ascend the *Flatebøfjeld* or *Løkedalsnuten*, 3460 ft., a fine point of view, 2-3 hrs. there and back). From the sæter the path ascends to the watershed (1970 ft.), and then descends a little to (6 Kil.) *Hodnaberg*, at the N.E. end of the *Hamlegrøvand* (1940 ft.; said to afford good fishing). We now descend by the course of the river issuing from the *Thorfinvand* to (6 Kil.) *Gaard Skjeldal* (1075 ft.). From this point a good road to (5 Kil.) *Grimestad*, at the W. end of the *Vangsvand*, and thence viâ Liland to *Bolken* (p. 121).

Soon after leaving Østensø the steamer commands a view, to the left, of the beautiful *Indre Samlen-Fjord*. Some boats cross the fjord to *Herand*, on the S. side of the bold *Samlehovd* or *Samlekolle* (2060 ft.); others steer past the mouth of the Fiksensund to *Stenstø* and to *Aalvik*, on the N. bank, near which is the picturesque *Melaanfos*, and thence direct to Eide (see below). — The steamers from Herand double the Samlehovd and, passing (14 Kil.) *Vinæs* and *Hesthammer* (previously touching at *Utne* once a week, see below), enter the —

Gravenfjord. At the mouth of this somewhat monotonous fjord, to the right, rises the *Oxen* (4120 ft.), which may be ascended from the S.W. side; fine view, especially of the Sørfjord on the S. and the high mountains on the E. — At the N. end of the Gravenfjord, where the channel contracts, lies —

5 S.M. **Eide** (**Mæland's Hotel*, a large house ¼ M. from the quay, R. 2, B. or S. 1½, D. 2, pens. 5-6 kr., good cuisine; **Jaunsen's*, 3 min. farther on, less pretending; *Engl. Ch. Serv.* in July and Aug.), the busiest place on the Hardanger Fjord, being the station for Vossevangen, and prettily situated. A beautiful walk may be taken by the Vossevangen road upstream to the *Gravensvand* (½ hr.; p. 123).

From Eide to Ulvik (19 Kil., pay for 32), a splendid walk (4-5 hrs.). Riding (horse 3 kr. 41 ø.) or driving (stolkjærre 8 kr.) is inconvenient. Luggage should be sent round by steamer. From Eide we follow the Vossevangen road to (4 Kil.) *Gravens-Kirke* (p. 123), where our route to Ulvik, very steep at places, diverges to the right. Nearly halfway is the *Vatnesæter* (rfmts.). A little farther on we reach the highest point of the route (about 1900 ft.), between the *Graahellerfjeld* and *Grimsnut* on the right and the *Kvashoved* on the left, and soon get a magnificent view of the *Ulviksfjord*. To the E. rise the *Onen*, from which the *Døgerfos* falls to a depth of 1500 ft., and the *Balonefjeld*, and to the N.E. the majestic *Vas-Fjæren* (5350 ft.). On the descent to (1¼ hr.) *Brakenæs*, very steep at places, the scenery becomes even more picturesque, particularly at

the *Furusæter* and *Lindebrække*. On the hill, about ¼ hr. before we reach Brakenæs, is the *Sponheim Hotel*, beautifully situated (p. 112).

From Eide to Vossevangen, see p. 123; cariole 5½, stolkjærre 8 kr.; two-horse carr. for 2 pers. 15, 3 pers. 16, 4 pers. 18 kr.

c. The Sørfjord.

STEAMER from Eide to *Odde* daily in 3-4 hrs. (fare 4 kr. 10 ø.); from Bergen to Odde in 14-16½ hrs. (10 kr. 50 ø.); from Vik i Eidfjord (p. 109) to Odde (5 kr.).

On quitting the Gravenfjord (p. 104), the steamboat steers across the broad *Utnefjord*, the central reach of the Hardanger Fjord (retrospect of the Oxen), to —

2 S.M. **Utne** *(*Inn)*, beautifully situated on the S. bank. At the back of the village lies a shady valley. The *Hanekamb* (3590 ft.; 2½ hrs.) affords a fine survey of the Utnefjord, Eidfjord, and Sørfjord. — Steamer to the Eidfjord, see p. 109.

The Odde steamer steers past the gaard of *Tronæs*, with the promontory of *Kirkenæs* lying opposite to the E., and enters the —

****Sørfjord** ('South Fjord'), running to the S. for a distance of 40 Kil., and gradually narrowing from 2 Kil. to a few hundred yards. The lofty rocky banks, from which a number of waterfalls descend, show that this fjord is of the nature of a huge chasm between the snow-clad Folgefond and the central Norwegian mountains to which it belongs. At places, particularly at the mouths of the torrents, alluvial deposits have formed fertile patches of land, where cherries and apples thrive luxuriantly, especially near the centre and N. parts of the fjord, where it is never frozen over. The banks are therefore comparatively well peopled, and the great charm of this fjord lies in the contrast between the smiling hamlets and the wild fjeld towering above them. — The first station is usually —

Grimo *(*Inn)*, on a fertile spot on the W. bank. Beautiful walks (to the hill of Hangsnæs, 20 min. to the S., etc.).

Opposite Grimo opens the charming *Kinservik* (reached by rowing-boat), with the *Husdal* and the *Tveitafos* and *Nyastølsfos*. A lofty road, with fine views, leads from the church of Kinservik, past the promontory of Krosnæs, to Lofthus (a walk of 2½ hrs.).

3 S.M. (from Eide; 5 from Ulvik) **Lofthus** (**Hôtel Ullensvang*, R. 1, B. 1, S. 1, D. 2 kr.; *Miss Müller's Pension Ringolfnæs*, well spoken of; *Engl. Ch. Serv.* in the season), in an orchard-like region on the E. bank, enclosed by a wide girdle of rocks, with a lofty waterfall, is one of the finest points on the Hardanger. A little to the S. is *Oppedal*, a landing-place and gaard where the steamers call once a week instead of at Lofthus. The parish-church of *Ullensvang*, on the S. side of the *Aapaa-Elv*, which falls into the fjord here, dates from the Gothic period; fine W. portal; Gothic choir-window, with the head of a bishop at the top, and a weeping and a laughing face on the right and left. *Brurastolen*, a rocky height above the church, affords an excellent survey of the Sørfjord, N. to the Oxen

(p. 104) and S.W. to the Folgefond. A visit to *Bjørnebykset* ('bear's leap'), a fall of the Aapo-Elv, takes 1-1½ hr. from the inn (there and back). Farther off is the *Skrikjofos*, higher but of less volume.

On the opposite (W.) bank of the fjord are the large gaards of *Jaastad*, *Vilure*, and *Aga*. The last-named still contains an old hall lighted from above. Above Aga rises the *Solnut* (4830 ft.); beyond it the *Thorsnut* (5164 ft.). The glaciers of the Folgefond peer down the valleys at intervals. — Next station —

Børven or *Berven*, on the road leading S. from Ullensvang (about 6 Kil.), with a view of the glaciers on the other side. The prominent peak of *Børvenuten* (1 hr.) is an admirable point of view.

On the W. bank is the *Vikebugt*, with the station of —

Naae and the gaards of *Bleie*, where just above fertile fields and gardens are the protruding glaciers of the Folgefond, from which several waterfalls descend. — Path from Bleie over the mountains to *Jondal*, see p. 103.

The next places on the E. bank are the gaards of *Sandstø* and *Sexe*; *Hovland*, with a spinning-mill; *Kvalenæs*, a promontory and gaard.

Espen, a station on the E. bank, with several gaards charmingly situated on the hill.

Then, on the W. bank, *Kvitnaa*, at the entrance to the imposing *Raunsdal*, with the glaciers of the Folgefond in the background. The excursion to the *Raunsdalsvand* and back (6-7 hrs.) is attractive though the path is bad. — Farther on is *Digrenæs*, with several waterfalls. Between Kvitnaa and Digrenæs, on the hill, is the gaard of *Aase*. — Beyond Digrenæs are the gaards of *Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos*.

On the E. bank, after Espen, comes *Fresvik*, with its fine amphitheatre of wood, bordered with meadows and corn-fields. Then, opposite Digrenæs, are the gaards of *Skjælvik*, in another amphitheatre of hills, and *Stana*, with *Isberg* at a dizzy height above it. Between the *Tyssedals-Nut* and the *Tveit-Nut* opens the *Tyssedal*, at the mouth of which is the fine gaard of Tyssedal. Close to the fjord the *Tyssaa* forms a fall picturesquely set in pine-forest. A group of rocks farther on is called *Biskopen, Præsten, og Klokkeren.*

On the W. bank lies the gaard of *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall and the *Tokheimsnut*, whence a path crosses the Folgefond to the *Mauranger Fjord* (p. 101). — To the S. are the *Ruklenut* (right) and the *Raasnaas* (left).

4 S.M. **Odde.** — **Hotels.** *Hardanger Hotel, kept by *M. Tollefson*, well situated on the fjord, frequented by English travellers, R. 1½, B. 1½, D. 3, pension 6 kr.; *Ole Præstegaard's Inn, near the per, slightly lower charges; Jordal's, farther to the W., at the S. end of the fjord, R. 1, S. 1 kr. 20 ø.; Kristensen's, adjoining, unpretending. — *Vikinghoug Café*, on the Telemarken road, 1 M. from the pier, new (fine view).

Post and Telegraph Office near the Hardanger Hotel. — Opposite the Hardanger Hotel antiquities and various useful wares are sold by *G. Hellstrøm* (from Stavanger and *M. Hammer* (from Bergen). — *English Church Service* in summer at the Parish Church and the Hardanger Hotel.

Carriages. To the *Lotefos* and *Espelandsfos* and back, two pers. 12, three pers. 15 kr.; to *Seljestad* (p. 97) and back, 20 or 25 kr.; to *Næs* on the Suldalsvand (p 96), two pers. 30, three pers. 40, four pers. 45 kr.; to *Dalen* on the Bandaksvand, 90, 110, or 135 kr. — **Guides.** *Lars Olsen Bustetun*, *Asbjørn Lars Olsen*, and *Ole Torstensen* (speak English).

Odde, at the S. end of the Sørfjord, the terminus of the great routes from Telemarken and the Stavanger Fjord (RR. 5, 17), consists of the farms of *Bustetun*, *Opheim*, *Bergeflot*, and others, while the name of Odde ('tongue of land') is applied to the large church. Odde is the most frequented spot on the Hardanger Fjord, and many visitors, especially English, spend a considerable time here. But there is a decided lack of convenient paths by which to explore and enjoy the beautiful scenery of the neighbourhood.

Walks. (1). The new road, which crosses to the W. bank near Jordal's Hotel and comes to an end $^1/_2$ M. farther on, affords a charming view of the fjord; but the view is still better from the stony old sæter track, above the road, about halfway to Tokheim (see above); there and back 1-1$^1/_4$ hr. — (2). To the **Sandvenvand*, to the S. of Odde (there and back 1$^1/_2$-2 hrs.). We follow the Telemarken road, ascending the ($^1/_2$ M.) *Eid*, an old moraine. To the right the *Aabo-Elv* forms a fine waterfall, and behind us is a beautiful retrospect of Odde and the Sørfjord. At the top (Vikinghoug Café, see p. 106) we enjoy a view of the Sandvenvand, with the Aabo-Elv issuing from it. The *Vastunbro*, an iron bridge 1$^1/_2$ M. from Odde, spans the river. Beyond the lake rise the *Eidesnut* and *Jordalsnut;* between these lies the Jordal. In 6 min. more we reach the quay of the little Jordal steamer. By following the road for $^1/_4$ hr. more along the E. bank of the lake, passing under menacing rocks and over 'Urer' or rocky debris, we obtain a *Survey of the Buarbræ and the Folgefond; farther on, to the left, is the beautiful *Kjøndalsfos;* opposite is the *Strandsfos*, descending from the *Svartenut*.

Excursions. (1). To the Buarbræ (5 hrs., there and back; guide unnecessary). Road to the *Sandvenvand* and the (35 min.) landing-place of the little Jordal steamer, see above. We take the steam-launch which plies half-hourly or oftener to (10 min.; there and back 1 kr.) the entrance to the *Jordal*, where the gaard of that name lies on the right bank of the river descending from the valley. (Guide quite unnecessary.) The path leads to the right from the landing-place, passing among the houses, then turns to the left and ascends the right bank of the stream. The Jordal, a valley enclosed by precipitous rocks, is remarkable for its rich vegetation (birches, elms, barley). The Folgefond forms the background. In $^1/_4$ hr. from Gaard Jordal we cross a bridge to the left bank of the Jordals-Elv, which the stony path now follows. In 50 min. more we pass the gaard of *Buar* (1050 ft.), on the opposite

bank. The path, nearly level for about 1/2 M., leads in 20 min. more to the small **Restaurant* (B. 1 1/4 kr.), immediately facing the **Buarbræ.* This is the finest of all the glaciers descending from the Folgefond on the E. side, the Bondhusbræ (p. 98) being the finest on the W. side; but neither is to be compared with the great glaciers of the Nordfjord (pp. 177, 178). The Buarbræ is divided into two arms, which afterwards unite, by a rock called the *Urbotten*, and consequently has an unusually large central moraine.

Good mountain-walkers may ascend on the right side of the Buarbræ to the Folgefond, skirt the *Eidesnut* and the *Ruklenut*, and descend past the *Tokheimsnut* to Tokheim and Odde, an interesting, but fatiguing expedition of 8-10 hrs. (guide 4-8 kr.).

(2). To the Lōtefos and the Espelandsfos (there and back 6-8 hrs.' walk, 4-5 hrs.' drive). In returning travellers may quit their carriage at the landing-place of the Jordal steamboat, and visit the Buarbræ. To the *Sandvenvand*, see p. 107. At the end of the lake, 7 Kil. from Odde, lies the farm of *Sandven*. The road next passes (2 Kil.) *Hildal* (330 ft.), where the *Vœfos* or *Hildalsfos* descends on the right, and (4 Kil.) *Grønsdal* (reached by a bridge), the starting-point for the ascent of the *Saue-Nut* (about 3950 ft.; splendid view of the Folgefond). The valley contracts to a ravine ('Djuv'), through which dashes the *Grønsdals-Elv*. About 1 Kil. beyond Grønsdal, by a small inn, we reach, on the left, the **Lotefos* and the **Skarsfos*, the waters of which unite below, while opposite to them is the veil-like **Espelandsfos*, one of the most beautiful waterfalls in Norway. The best point of view is on the hill to the left, just above the road; small *Inn* (R. 1 1/2 kr.) at the (5 min.) top.

The road goes on to the gaards of *Skard* (p. 97), which lie about 8 min. to the left of the road, 3-4 Kil. from Grønsdal. We may ascend thence in 1/2-3/4 hr. to the *Lotevand*, from which first the Skarsfos and then the Lotefos issue. By the fall are several mills. The cloud of spray through which we see the Espelandsfos opposite has a curious effect. Otherwise this digression hardly repays.

This excursion may be continued to *Seljestad* (p. 97), a drive of nearly 2 hrs. more from the Lotefos, but the excursion in one day there and back is rather fatiguing.

(3). Across the Folgefond to Sundal or Gjerde on the Mauranger Fjord, about 10 hrs. (guide 12-16 kr.), very fatiguing, better in the reverse direction (see p. 102).

(4). To the Skjæggedalsfos, 10-12 hrs., there and back (half on foot), steep and fatiguing at places, and not without risk in wet weather. Guide (5 kr. or more) and provisions had better be taken from Odde. We row from Odde to (6 Kil.) *Tyssedal* (p. 106). We ascend thence on foot through wood, enjoying beautiful retrospective views of the fjord and the Folgefond. We pass (1/4 hr.) a second fall of the beautiful clear green river, and (1/4 hr.) a third. The path ascends steeply over 'Ur' and roots of trees. We pass (3/4 hr.) a small pasture on the left, and next reach (1/4 hr.) a hay-hut, at the foot of the *Svelberg*, near which is a primitive

kitchen under the rocks. This is the highest point on the route, about 1850 ft. above the fjord. The path next descends the *Fladberge*, and (1 hr.) reaches the gaard of **Skjæggedal** (pron. Sheggadal; 2½ hrs. from Tyssedal; small Inn; order meal for return). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vasêndenfos*, the discharge of the Ringedalsvand (see below). We cross the *Vetlevand* ('small lake') by boat in a few minutes, and in 8 min. more walk over an 'Eid', or isthmus, to the picturesque and exquisitely clear *Ringedalsvand* (about 1300 ft. above the sea), with the huge *Einsætfjeld* on the S. Here we embark in another boat. (A high wind sometimes prevails here, while the fjord below is calm, in which case the night must be spent at the inn, or the excursion abandoned. It is desirable to have one or more rowers besides the guide; fee 2 kr. each, overcharges not unknown.) The lake is 6 Kil. long, and we row to its upper end in 1½ hr.; about halfway the Folgefond becomes visible behind us, and farther on, the picturesque *Tyssestrenge* fall from a rock 500 ft. high. The ***Skjæggedalsfos**, a superb waterfall 525 ft. high, is less imposing but more picturesque than the Vøringsfos (p. 110). In summer the volume of water is sometimes scanty, but when the snow is melting ('Flomtid') and after heavy rain the effect is very grand. The ascent from the landing-place to the foot of the falls leads across 'Ur'.

(5). Ascent of **Møfalsskardene** (about 3950 ft.), to the E. of Odde, 6 hrs., with guide (5 kr.); the top commands a fine panorama of the Ringedalsvand, Sørfjord, and Folgefond.

d. The Eidfjord.

STEAMER from Eide to *Vik*, daily in 2 hrs. (fare 3 kr. 10 ø.; once a week viâ Utne in 4 hrs.); to *Ulvik* in 3-4 hrs. (fare 3 kr. 10 ø.; from Vik to Ulvik 1 kr. 80 ø.); also from *Utne* (p. 105) twice a week to Ulvik viâ Vik in 2½-3 hrs.

The **Eidfjord**, the easternmost branch of the Hardanger Fjord, is enclosed by precipitous rocks. The steamer calls when required at *Ringøen*, *Djønne*, and *Vallavik*. Beyond the *Busnæs*, with the gaard of *Bu* (which the *Bunut* behind it deprives of the sun the whole winter), the *Osefjord* diverges to the left (p. 111). The steamer passes its mouth. On the right towers the *Skoddalsfjeld*. At the mouth of the valley running inland between the Skoddalsfjeld and the *Rullenut* lies *Erdal*, with a saw-mill and a group of houses, where moraines and ancient water-lines are observable. On the N. side of the fjord rises the ice-girt *Onen* (5150 ft.). Facing us rises the almost entirely bare *Vindaxel*. Between the Onen and Vindaxel opens the *Simodal* (called at only by some steamers), above which peers the snowy plateau of the *Hardanger-Jøkul* (p. 111).

5 S.M. (from Eide) **Vik** *i Eidfjord.* — **Hotels.** *VØRINGSFOS, a large timber-built house, close to the quay, kept by the brothers *Næsheim*, who

speak English, R. 1½, A. ½, B. 1½, D. 2 kr. — *Tveit's Hotel, on the other side of the river, ½ M. from the quay, unpretending, R. 1, D. 1½, S. 1 kr. — A charge of 80 ø. is made in the hotel-bill for the maintenance of the path to the Vøringsfos.

Vik, grandly situated in a bay near the E. end of the Eidfjord, is a good starting-point for several fine excursions. About ½ M. distant is the church of *Eidfjord*, situated on a moraine ('Vör') about 1 M. broad, which separates the fjord from the Eidfjordsvand. The river issuing from the latter forces its way through the moraine.

To the Vøringsfos, 8-9 hrs., there and back (carriage to Sæbø recommended). The new road skirts the river to the *Eidfjordsvand*, a lake enclosed by huge cliffs. It then follows the W. bank of the lake, in great part being cut through the rock. Beyond two short tunnels we see the gaard of *Kvam* ('basin') on the hill above, from which the *Kvamfos* descends. On the opposite bank rises the *Eidfjordsfjeld*. At the head of the lake we cross the *Bygdar-Elv (Hjælmo-Elv)*, which issues from the *Hjælmodal* (p. 111).

8 Kil. *Sæbø* (Inn, small), situated with several other gaards (*Møgeletun*, the residence of the guide Halslen H. Møglethun, *Lilletun*, *Varberg*, and *Røise)*, on a small fertile plain, watered by the Bygdar-Elv and by the *Bjoreia* emerging from the *Maabødal*.

The fatiguing path to the Vøringsfos (unmistakable; horse there and back 5 kr.) ascends the moraine, and then descends into the wild Maabødal on the left bank of the *Bjoreia*, which it crosses by a (½ hr.) lofty bridge. In 1 hr. we reach the gaard of *Tveithougen*, on the right bank. The path ascends steeply, passing enormous blocks of rock and wild cataracts, to (½ hr.) the gaard of *Maabø*. (The unauthorized toll sometimes demanded here should be refused.)

The path (very bad) of the 'Turistforening' from this point to the fall crosses the river and ascends its steep left bank to the small, dark-green *Maabøvand*. Alpine vegetation. In 1 hr. we reach the *Vøringsfos Restaurant* and in 10 min. more the stupendous ****Vøringsfos**, the roar of which has long been audible. A suspension-bridge enables us to approach close to the fall (waterproofs useful). The Bjoreia plunges in a single leap of 520 ft. into a narrow basin enclosed by perpendicular rocks on three sides. Two ridges of rock at the top divide the river into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. Beautiful rainbow-hues are seen in the spray, especially in the afternoon.

High above the fall is situated the conspicuous ***Fosli Hotel** (25 beds), the proprietor of which, *Ola Garen*, is a good guide. The path thither diverges, 5 min. below the Restaurant (see above) from the Vøringsfos ronte, and ascends to the hotel in 1½ hr., crossing the Bjoreia shortly above the fall. The view from the edge of the cliff into the sombre ravine with the plunging stream is impressive in the evening. — The Fosli Hotel is the starting-point for several fine excursions. One of the best of these is the passage to the N. into the *Simodal*, leading past the best point of view for the Skykjefos (p. 111). Another excnrsion to the S. crosses the plateau viâ the gaard of *Høl*. the *Skisæter*, and *Bærrastøl*, and descends

into the imposing *Hjælmodal*, through which a good path descends to Sæbø (a walk of 8-9 hrs. in all). — From the Fosli Hotel across the fjeld to the *Rjukanfos* in Telemarken, 3 days; see p. 29.

EXCURSION TO THE SIMODAL. Splendid walk to the Rembesdalsfos and back (7-8 hrs.; guide 3½ kr.; provisions necessary); the excursion to the top of the fjeld opposite the Skykjefos is best made from Fosli (p. 110). — The E. end of the Eidfjord consists of a narrow bay about 3 Kil. long, where the steamer calls two or three times a week only, but it is generally most convenient to visit it by rowing-boat from Vik (5 Kil., in 1 hr.). Near the landing-place is the gaard of *Sæd*, situated on an ancient moraine. To the N. from the head of this bay stretches the *Aasdal*, in which rises a curious isolated rock about 380 ft. in height, and to the E. runs the ***Simodal.** A road ascends the latter to the gaards of *Mehus*, where the valley is so narrow that the towering rocks above may be seen through the *Ljor* ('smoke-hole'), and to (5 Kil.) *Thveit* (good quarters, R. 80, B. 80, S. 80 ø.), the highest gaard in the valley. The path now leads on the right bank of the torrent to the (5 Kil.) head of the valley, which terminates abruptly in a lofty rock, over which falls the *Rembesdalsfos*, while to the E. is seen the ***Skykjefos*, a grand waterfall nearly 2000 ft. high, part of which is a single leap of over 700 ft. — We may next ascend to the *Rembesdalsvand*, to the margin of which a glacier of the *Hardanger Jøkul* (6540 ft.) descends.

This excursion is better made from FOSLI (p. 110; guide necessary, 4-5 kr.; to Tveit 5-6 hrs.). The route crosses the marshy plateau towards the *Isdalsvand*, which it leaves on the right, then ascends between the *Vetle Ishaug* (on the right; fine view) and the *Store Ishaug* (on the left) to the top of the pass (about 3940 ft.), which affords a fine ***View** of the upper edge of the sombre Simodal and of the massive Hardanger-Jøkul. The streams descending from the icy crags of the latter fall into the Rembesdalsvand on the W. and the Skykjedalsvand on the S. Beyond the pass we traverse first a snow-field, then bare rocks polished by glacier-action, and come in sight of the top of the Rembesdalsfos. The route to the Simodal diverges to the left, but we continue to descend for about 20 min. more to the edge of the cliff descending sheer into the narrow Skykjedal. From this point we have a magnificent ***View** of the Skykjefos, the upper leap of which, 650 ft. high, is directly opposite us. We now retnrn to the top and thence follow the steep and fatiguing, but perfectly safe, path down to the gaards of *Tveit* and *Mehus*, which lie far below. From Mehus we reach the gaard of *Sæd* on the fjord (see above) in 1 hr., and row in 1 hr. more to Vik (p. 109).

Instead of descending to the N.W. from the verge of the Skykjedal gorge to Tveit, we may cross the fjeld to the N.E., passing the Skykjedalsvand, to the Rembesdalsvand, and thence reach Mehus viâ the Rembesdalsfos. This, however, adds 3-4 hrs. to the expedition.

From Vik we steam down the Eidfjord and turn to the right into the **Osefjord**, the N. branch of the Eidfjord, with a grand mountain-background. On the right, near the entrance, is a fall of the *Bægna-Elv*. A low wooded hill, called *Osen*, separates the sombre Osenfjord from its W. arm, the smiling *Ulviksfjord*, into which we steer. — We soon come in sight of the farms of Ulvik thickly clustered round the head of the fjord.

3 S.M. **Ulvik.** — **Hotels.** *Brakenæs, R. 1¼, B. or S. 1, D. 1 kr. 60 ø., frequented by English travellers; *Vestheim's, largely occupied by summer boarders, R. 1¼, B. 1¼, S. 1¼, D. 2 kr.; *Ulvik's, adjoining, new; *Sponheims Hotel (*Mrs. Wilhelmsen's*), on the hill (p. 105), ¼ hr. from the pier. — *English Church Service* in July and August.

Ulvik-Brakenæs, beautifully situated, is one of the most attractive places on the Hardanger Fjord. *Brakenæs*, with its church, behind which there is a fine waterfall, is the chief cluster of houses among the hamlets and farms at the head of the fjord, which are collectively known as *Ulvik*.

Pleasant *Walk along the shore to the E. to *Hagestad* and *Lekve*, an ancient 'Kongsgaard', or royal domain, and thence across the hill to the Osefjord (1 hr.). At a group of huts here a boat may be hired for the trip to Ose (4 Kil.; 1 hr.). Another walk may be taken to the *Solsivand*, 1 hr. to the N. of Lekve.

The *Head of the Osefjord (where the steamers do not touch), enclosed by huge mountains, is worthy of a visit (take provisions). We may either hire a boat for the trip at the place just mentioned, or row all the way from Ulvik (14 Kil.; 2½-3 hrs.). In the latter case we get a view of the fine fall of the *Døgerdals-Elv* on the right, descending to the fjord between the *Onen* (p. 109) and the *Balonefjeld*. At the head of the fjord lies *Ose* (tolerable bed, but poor food, at Lars Ose's). From this point the wild **Osedal* runs inland, between the *Krosfjæren* and *Nipahøgd* on the E. and the *Vasfjæren* on the W.

A toilsome walk of 10-12 hrs. (guide at Ose) may be taken up the Osedal, which narrows to a ravine, to the *Osesæter*, and thence, between the *Oseskavl* and *Vosseskavl* on the right and the *Gangdalskavl* on the left, to the *Opsætsæter* (2790 ft.), at the head of the Rnndal (p. 122). Then across the *Gravehals* (3710 ft.) to *Kaardal* in the Flaamsdal (p. 133).

The ascent of the **Vasfjæren** (5350 ft.) takes 12-16 hrs. from Lekve, there and back. Ole Hakestad of Lekve is a good guide (6-8 kr.). The fatigue is lessened by sleeping at the sæter on the Solsivand on the previous night. Splendid view from the top. — From the Solsivand to Klevene and the Opsætsæter in the Rundal (p. 122) 10-12 hrs.

From Ulvik to Eide, see p. 104. — The *Espelandsvand*, 7 Kil. to the N.W. of Ulvik (a walk of 1½ hr.), abounds in fish.

20. Bergen.

Arrival. The large British steamers are berthed by the *Toldbod*, on the S. side of the harbour; the Christiania steamers by *Bradbœnken*, on the N. side; and the steamers from Hamburg, Aalesund, Molde, Trondhjem, etc. by *Fæstningsbryggen* adjoining. The Hardanger boats lie at the *Holbergs-Almenning;* the Sogne and Nordfjord boats by the *Nykirke*. Porter ('Bærer') to the hotels, ½-1 kr. — Travellers leaving Bergen by steamboat should ascertain in good time where the vessel starts from. As to berths, see p. xvii. Most of the offices are in the Strand-Gade; branch-office of the Bergen Co. at Bradbœnken. — The Railway Station (Pl. 1; p. 120) is in the S. part of the town, near the Lille Lungegaardsvand.

Hotels. *Holdt's (Pl. c), a large building between the Enge and Torve-Almenning, with garden-terrace and baths, best rooms in the newer wings, R. 2½, B. 1 kr. 60 ø., D. 2½-3 kr.; Norge (Pl. n), between the S. end of the Torve-Almenning and the public park, R. from 2½, B. 1, D. 2½-3 kr., good cuisine. — *Nordstjernen (Pl. d), Raadstue-Plads, R. 2, D. 2½ kr.;

1. Banegaard
2. Börsen & Telegraf
3. Byens Sygehus
4. Katholske Kirke
5. Kreditbanken
6. Post
7. Raadhus
8. Sölyst (Badehus)
9. Stadsporten
10. Teknisk Skole
11. Hoved-Brandvagt
12. Forskjönnelsen
13. Kongshallen
14. Valkendorf's Taarn
15. Kunstindustrimuseum
16. Industriudstillingsbygning
Eidsvaag
Holmen
Sand-
viken
Övreheien
Sandvikens K.
Skudeviken
BYFJORD
Fyr
Molo
Nordnäs
Bergenhus Fästning
Toldbod
Observatorium
Frederiks-
berg
Nykirke
Vaagen
Kloster
Engen
Nöstet
Sydnäs
Sukker-
hus-
Engen
Lille
Lunge-
gaardsv.
Dokken
Johannes-
kirke
Museum
Mölenpris
Nygaard
Nygaardspark
PUDDEFJORD
Laksevaagnäs
Laksevaag
Lyderhorn & Gravedal
Damsgaard
Frydenbo
Gyldenpris
Stranden
Badehus
Holmen
(Marineetablissem
Solhein
vik
Damsgaards-
fjeld
Sälen
Geograph. Anstalt v. Wagner & Debes, Le
Jövstakken

BERGEN.
1:24.000.
0 100 200 400 600 800 1000
Métres = 1 Kilomètre.
0 500 1000 1500 2000 2500 3000
Fod.
0 1/8 1/4 3/8 1/2
Engl. Mile.
Blaamanden
2den St.
1te Stemme
Breistolen
Flöien
Restaur.
Flöifjeldet
Skomager Diket
Domkirke
Nygaardene
Mortensgaard
Endregaard
Lunge-gaard
Pleiestiftelsen
Lungegaards Hospital
Kalfaret
Store Lungegaards-vand
Flöen
Store Ström
Tonningsnäs
Möllendal
Dampskibsdok
Stat.
Solheimsviken
Fane & Os
Årstad
Kronstad
Aarstad
Möllendals-Elv
Kennebo
Kalvedal
Svartediket
Borgerskar & Isdal
Fane & Os

*Hôtel Bergen (Pl. a), Strand-Gade, to the E. of the Nykirke, R. 2, B. 1, S. 1, D. 2 kr.; *Smeby, Strand-Gade, opposite the Hôtel Bergen, patronized almost exclusively by the English, R., B., or S. 1½ kr. each; Skandinavie (Pl. b), in the Plads called 'Klosteret', R. 2½, B. 1½, S. 1½ kr. — **Pensions.** *Fru Steen*, Torvet 8; *Fru Müller*, Engen 45; *Anna Simonsen*, Markeveien 39; *Fru Blehr*, Olaf-Kyrres-Gade, beside the Roman Catholic church; *Agnes Akselsen*, Olaf-Kyrres-Gade 31; *H. Folkedal*, Bruns-Gade 5; *Frk. Hansen*, Torve-Almenning.

Restaurants. *Grand Café*, new, opposite the Hôtel Norge; *Skogen*, Raadstue-Plads, opposite the central fire-station; **Fløien's* (p. 118), parties should telephone beforehand, no spirituous liquors and the beer-bar closes on Sat. at 5. p.m.; *Bellevue*, see p. 119. — **Cafés** also at **Holdt's Hotel* and the *Norge Hotel*. — Confectioners. *Michelsen*, Olaf-Kyrres-Gade, corner of the Starvhus-Gade, by the park; *Mathilde Hansen*, Torve-Almenning.

Cabs, by the Exchange (trunk 20 ø.).	1 pers.	2 pers.	3 pers.	4 pers.
With one horse, per hour	1. 50	2. 25	2. 65	3. —
With two horses, per hour	2. 25	2. 25	3. 40	4. —
Per drive in the town	40	60	70	80
Per drive in the suburbs	60	60	90	1. 05

Carriages for excursions at *Münter's*, Engen 22, near Holdt's Hotel: cariole 2, carriage with one horse 3, with two horses 4 kr. per hour. — **Omnibus** from Torvet through Strand-Gaden to Toldboden and vice-versâ every 10 min.; 10 ø.

Boats *(Fløt)*: across the harbour 10-20 ø., according to distance (*e.g.* Torvet to Toldboden, 20, Nykirke to Fæstnings-Bryggen, 10 ø.), for several persons 10-13 ø. each. — A service of **Electric Ferry Boats** plies across the harbour to and from several stations.

Post Office, Raadstue-Plads, 8 a.m. to 7.30 p.m.; on Sun. 8-9 & 5-6. — **Telegraph Office** (Pl. 2), behind the Exchange (p. 115), 6.40 a.m. to 8.40 p.m.

Shops. *Hammer*, Strand-Gade 57, Norwegian antiquities, modern silver ornaments, and pictures; *Brandt*, Strand-Gade, corner of the Østre Muralmenning, furs, one of the largest shops of the kind in Norway; *Beyer's Tourist Bazaar*, Strand-Gade 2 (books, photographs, wood-carvings, silver filigree-work, furs, etc.); *Milne Grieg*, in the Torv, fishing-tackle and travelling requisites; *Sundt & Co.*, Strand-Gade, tailors for ladies and gentlemen. — Chemist: *Monrad Krohn* (English spoken). Strand-Gade; *Svane-Apotheket*, Strand-Gade 4. — Cigars and Tobacco: *Reimers & Son*, Smaastrand-Gade 3; *Tharbjørn Børs*, Olaf-Kyrres-Gade. — Wine, Tinned Goods ('Hermetik'), and Biscuits: *C. Krøpeliens Enke*, Strand-Gade 40; *J. E. Mowinckel*, Strand-Gade 23 (cigars also). — Spirits and Liqueurs at the shops belonging to the company *(Brændevins-Samlag)* which monopolises the trade, devoting all profit over 5 per cent to charitable and public works. — Hair-Dresser: *Andreas Pettersen*, Olaf-Kyrres-Gade 6; *B. Holmberg*, Walkendorfs-Gade 6.

Banks. *Norges Bank*, *Bergens Credit-Bank*, *Privatbank*, all in the Torv.

Goods Agents. *Ellerhusen & Lund*, Lille Altonagaarden, Strand-Gade.

Baths. Warm, in the *Sygehus* (Pl. 3), ½ kr. Sea-Baths at the *Sølyst* (Pl. 8), to the N.W. of Bergenhus Fæstning; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock.

Theatre, performances thrice weekly. — **Music** in the *Park* on Sun., Wed., & Frid., 12.30-1.30; also 8-10 p.m. in summer in fine weather (adm. 10 ø.).

Consuls. British, *Mr. Albert Gran*, corner of Torvet and Strand-Gade. American, *Mr. F. G. Gade*, Smaastrand-Gade; vice-consul, *Mr. Joh. Isdahl*.

English Church Service in summer in the '*Gamle Museum*' schoolhouse, on the N. side of the Lille Lungegaardsvand, near the Park, and 5 min. from Holdt's Hotel.

Tourist Offices. *T. Bennet*, Torve-Almenning 18; *Beyer*, Strand-Gade 2 (see above); *Th. Cook & Son*, Torve-Almenning No. 21 b. — Bergens Turist Forening, Torvet 6.

Bergen (N. lat. 60°23′), one of the oldest and most picturesque towns in Norway, with 53,600 inhab., lies on a hilly peninsula

and isthmus bounded on the N. by the *Vaagen* and the *Byfjord*, on the S.E. by the *Lungegaardsvand*, and on the S.W. by the *Puddefjord*. In the background rise four mountains, 1300-2100 ft. in height: *Blaamanden* (1890 ft.) with the *Fløifjeld* (820 ft.) to the N.E., *Ulriken* (2105 ft.) to the S.E., *Løvstakken* (1560 ft.) to the S., and *Lyderhorn* (1300 ft.) with the *Damgaardsfjeld* to the S.W.; but the citizens count seven, and the armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the Nordfjord about 35 in., at Christiania 26 in. only). The mean temperature of the whole year is 45° Fahr. (Christiania, 41°), and that of July 58° (Christiania, 62°). Owing to the mildness of the climate the vegetation in the environs is unusually rich; flowers are abundant, while grain and fruit ripen fairly well.

The general aspect of the town is modern. The quarters adjoining the harbour, which is entirely enclosed by large warehouses ('Søgaarde'), alone retain a characteristic mediæval appearance. The town extends round the spacious harbour, called *Vaagen*, stretches over the rocky heights at the base of the Fløifjeld and over the peninsula of *Nordnaes*, which separates the Vaagen from the *Puddefjord* (to the S.), and is now spreading to the S.E., towards the *Lille* and *Store Lungegaardsvand*. Many of the houses are roofed with red tiles, which present a picturesque appearance. The older houses only are timber-built, and usually painted white. The streets are called 'Gader', the lanes and passages 'Smug' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Almenninge', designed chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* (p. lxxiv) in three poems. A conduit now supplies the town with water from *Svartediket* (p. 119), thus diminishing the danger.

The inhabitants of Bergen, as well as those of the whole district (Nordhorland, Søndhorland, and Voss), are more vivacious than those of other parts of Norway, and are noted for their sociability and light-heartedness, which burst forth in song on festive occasions, English and German are much spoken by the better-educated.

Bergen (from *Bjørgvin*, 'pasture among the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the following centuries were fought near it. In 1135 *Magnus Sigurdssøn* was captured and deprived of his sight here by *Harald Gille*, who in his turn was slain by *Sigurd Slembe* the following year. In 1154 Harald's son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of

Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the *Kuvlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival *Bjerkebeiner*, under *Haakon Jarl* and *Peter Steyper*, and *Bagler* under *Philipp Jarl* and *Erling Steinvæg*, fought for possession of the town, till the latter were defeated in a great battle near the old German church. In 1223 a national diet was held at Bergen, at which *Haakon Haakonsøn's* title to the crown was recognised (p. xlvii).

For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established an office here about the middle of the 15th century. From this *Comptoir* the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, 'to talk loudly') was also applied to them. Having wrested various privileges from the Danish government, they gradually monopolised the whole trade of northern and western Norway, and forcibly excluded the English, Scottish, and Dutch traders, and even the Norwegians themselves, from all participation in it. At length, after an oppressive sway of more than a century, they were successfully opposed by *Christopher Walkendorf* in 1559, after which their power declined. Their 'Comptoir' continued to exist for two centuries more, but in 1763 their last 'Stave', or office, was sold to a native of Norway. Even in the 17th cent. the trade of Bergen much exceeded that of Copenhagen, and at the beginning of the 19th cent. Bergen was more populous than Christiania. At the present day Christiania, however, carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.

Among eminent natives of Bergen may be mentioned *Ludvig Holberg*, the traveller, social reformer, and poet (d. 1754), *Johan Welhaven*, the poet (d. 1873), *J. C. Dahl*, the painter (d. 1857), and *Ole Bull* (d. 1880), the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled the northern fishermen to send their fish to Bergen, and to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nordfar-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their 'Jagter' deeply laden, with cod-liver oil (of five qualities: 'Damp Medicin-tran', 'Medicin-tran', 'blank', 'brun-blank', and 'brun') and roe ('Rogn'); and in July and August they bring 'Klipfisk' and 'Rundfisk'. Bergen also has a considerable mercantile fleet (over 150 steamers and 200 sailing-vessels). The exports, chiefly fish, are valued at 20, the imports at 30 million kr. annually. The ship-building yards are the largest in Norway: *Georgernes Verft* on the Puddefjord, *Laksevaag Dampskibsbyggeri* at Laksevaag, and *Bergens Mechanlske Værksted* at Solheimsviken.

The main street is the STRAND-GADE, running parallel with the harbour, and containing the principal shops and offices. (Its W. prolongation leads to the Nordnæs; see p. 117.)

At the E. end of the Strand-Gade lies the TORVE-ALMENNING with the adjoining TORV, which together form a long 'Plads', running S. from the E. end of the harbour, and separating the old part of the town from the new quarter built since the fire of 1855. In this new quarter are the principal modern buildings, including the *Exchange* (Pl. 2; built by Solberg), and several banks. At the upper (S.) end of the Torve-Almenning is a *Statue of Christie* (by *Borch*), the president of the first Norwegian Storthing, which concluded the convention with Sweden in 1814 (comp. p. lxxiv). To the N. of this point, in front of the Exchange, rises a *Statue of Ludwig Holberg* (born at Bergen 1684, died at Copenhagen 1754), poet, historian,

and founder of modern Danish literature, especially comedy (by *Börjeson*). — From the Torv, at the head of the harbour, projects a pier called *Triangelen*, at which the fishermen usually land. Interesting fish-market here (especially Wed. and Sat., 8-10 a.m.).

To the N. of the Torv, on the N.W. side of the harbour, extends ***Tydskebryggen,** or the *German Quay*, bordered with a long row of brightly painted warehouses. In front of each rises a crane ('Vippebom') for unloading the fish brought to Bergen by the Northmen in their smacks. The Tydskebrygge, formerly the Hanseatic quarter, assumed its present form after the fire of 1702. Here resided the clerks of the merchants of Bremen, Lübeck, and other towns of the League, who, owing to the jealousy between the rival nations, were forbidden to marry. There were sixteen different gaards (counting from the Torv): *Finnegaarden*, *Dramshusen*, *Bratten*, *Leppen*, *Rævelsgaarden*, *Solegaarden*, *Kappen*, *Kjælderen* (which contained the old Exchange), and the *Holmedels*, *Jacobs*, *Svends*, *Enhørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsko* gaards. Each gaard was presided over by a 'Bygherre' and was divided into 'Staver', or offices, belonging to different owners. Each merchant had a clerk and one or more servants ('Byløber') resident here.

The ***Hanseatic Museum** in the Finnegaard (open 10-2 and 4-7, on Sun. 12-2 and 5-7; adm. 1 kr.; catalogue 1 kr.) conveys a good idea of how the gaards were fitted up, and contains a collection of furniture, weapons, fire-extinguishing apparatus, etc., mostly of the latest Hanseatic period. On the Ground-Floor were the warehouses; on the First Floor is an outer room leading to the 'Stave',or office of the manager, with his dining-room and bedroom behind; and on the Second Floor are the 'Kläven', or rooms of the clerks and servants. — As the use of fire or light in the main building was forbidden, a common room ('Skjøtstuen') for the inmates of the Gaard was erected a little behind it, near the vegetable gardens. The remains of only a few of these common rooms survive. One of them has been restored in the Dramshus.

Above the gaards of Tydskebryggen, to the N., rises the **Mariækirke,** with its two towers, erected in the 12th cent., enlarged in the 13th, and used by the Hanseatic merchants as a German church from 1408 to 1766. The nave is Romanesque, the choir Gothic. The elaborately carved pulpit and the altar date from the 17th century.

To the N.W. of Tydskebryggen, by the entrance to the harbour, rises the old fortress of **Bergenhus,** with *Valkendorf's Taarn* and the *Kongshall* (adm. daily, 8-6, except Sun.; apply to the sentinel; fee to soldier who attends visitors $^1/_2$ kr.). Valkendorf's or the *Rosenkrantz* tower (Pl. 14), originally built by Haakon Haakonsøn, extended by Rosenkrantz in 1565, and restored in 1848, consists in fact of two towers, of which that on the N. is the more modern. Several balls built into the walls and gilded commemorate an unsuccessful attempt of the English fleet to capture the Dutch fleet which had sought refuge in the harbour. The interior of the tower serves as an arsenal (fine chimney-pieces, old flags, etc.). The gallery at the top affords an admirable survey of the harbour and the town. Behind this tower is the *Kongshall*, of the 13th cent., with

a large festal hall now being restored. Above the fortress of Bergenhus rises the ancient *Sverresborg*.

On the W. side of the harbour, between it and the Puddefjord, the peninsula of **Nordnæs** projects far into the sea (boats, see p. 109). On the summit rises *Fort Frederiksberg*, now the fire-watch (entrance in the E. corner; fine view). A new road leads on the S.W. side of the fort, the *Observatory*, and the *Hospital* (Pl. L) to the end of the peninsula, where a promenade looks far out to sea.

On the N. side of the large 'Plads' called ENGEN is the house of the **Bergen Art Union** (*Kunstforening*, Pl. K), with a collection of modern pictures, changed from time to time, and the small *Municipal Picture Gallery* (adm. Sun. 12-4, Wed. & Frid. 11-2; 25 ø.).

The latter collection contains works by *Bodom*, *Eckersberg*, *Tidemand*, *Gude*, *Nordenberg*, etc. Among older works may be noted, on the 1st Floor: No. 115. *A. R. Mengs*, Design for an Entombment; No. 179. *Carstens*, The inhabitants of Rügen purchasing their freedom from the Holsteiners.

In the Theater-Gade, to the S.W. of Engen, is the *Theatre*, performances in which do not usually begin until the end of September.

By the *Lille Lungegaardsvand*, in the quarter which has sprung up since the fire of 1855, is the *Railway Station* (Pl. 1); to the N. of it is the small *Park*, where a band plays daily except Sat. and Sun., and to the S. is the tasteful *Roman Catholic Church* (Pl. 4). Also to the S. of the station, on the *Sydnæshoug*, rises the large —

Museum, completed in 1865, containing antiquarian and natural history collections. Adm. on Mon., Wed., Frid., 11-1; Sun., 11.30 to 1.30; at other times 25 ø.

On the Ground Floor are the LIBRARY (Tues., Thurs., Sat., 11-1) and the collection of NORSE ANTIQUITIES (good catalogue, with illustrations, by *Lorange*, 50 ø.), chiefly from W. Norway; in the entrance-hall, on the right, two carved church-portals from Sogndal; then ecclesiastical vessels and pictures, a fine altar-piece in carved oak with wings, of the 16th cent., tankards, porcelain, furniture (mostly Dutch); also prehistoric curiosities. — The NATURAL HISTORY COLLECTION (first and second floors; catalogue 25 ø.) comprises a very complete set of specimens of Norwegian fish and marine animals (skeleton of a huge whale, etc.).

On the hill to the W. of the museum rises the conspicuous **Church of St. John**, a large Gothic brick building with a lofty tower, erected in 1890-93 from plans by H. Backer.

To the E. of the museum is an attractive residential quarter, through which we may pass to the ***Nygaards Park**, pleasure-grounds recently laid out, with fine views. On the S. side of the grounds, opposite Holmen, are a pavilion where a band sometimes plays (see bills) and a café. Outside the S. gate of the park, on a bay of the Solheimsvik, is an *Aquarium* (D. C. Danielssen's Biological Station), open daily from April to Sept., 11-2 and 4-7 (25 ø.).

To the S.E. of the Nygaards Park the railway and the road cross the *Store Strøm*, which connects the Store Lungegaardsvand with the *Solheimsvik* and the *Puddefjord*. The tide flows in and out of this 'stream'. On the S. bank is a large ship-building yard.

To the N.E. of the Torv extends the VITTERSLEVS-ALMENNING, in which stands the covered market or 'Bazaar', containing the *Mu-*

seum of the Fishery Company (Wed. & Sat., 11-1) and the *Public Library* (12-1 and 5-7). — Near this is the *Korskirke*, or Church of the Cross, where *Niels Klim*, who figures in Holberg's 'Subterranean Journey', was sacristan. A tall monument behind the church commemorates the Norwegians who fell in the naval battle of the Alvø (May 16th, 1808). Several streets here derive their names from the 'Fif Amten', or five German guilds, of *Skomagere*, *Skinnere*, *Bagere*, *Guldsmede*, and *Bartskjærere*, who were under Hanseatic protection. — Farther to the E. is the **Cathedral** (*St. Olaf i Vaagsbunden*, i.e. 'at the end of the harbour'), originally a monastery-church, erected in 1248, rebuilt in 1537, and restored in 1870. It consists of a nave and S. aisle only. Fine Gothic window and portal in the lower story of the tower. — The Vestlandske Kunstindustri-Museum, Asyl-Pladsen 2 (Pl. 15; adm. on Sun., Mon., Wed., and Frid., 11-2 and 4-6, free; on Tues., Thurs., and Sat. 25 ø.), is a collection of art-industrial objects of the 15-18th cent., including furniture, woodcarvings, gold and silver work, porcelain, Norwegian carpets, netted work, silver ornaments, copper and tin utensils, clothing, etc.

Walks. From the upper end of the Vitterslevs-Almenning (see above) a road ascends in windings (accompanied by flights of steps for walkers), towards the E., passing the reservoir, to the (20 min.) ***Fjeldvei**, a road halfway up (about 400 ft.) the side of the *Fløifjeld* (p. 114). By morning light particularly the Fjeldvei affords a beautiful view of the town lying at our feet, with the Vaagen and Puddefjord, the hills of Lyderhorn and Damsgaardsfjeld, the sea stretching into the distance, the Askø, and a host of rocky islets. The finest point is marked by a white flagstaff at a bend in the road above the cathedral (about 7 min. to the S.E. of the point where we reached the Fjeldvei, and whence the road to the Fløien ascends). Following the Fjeldvei farther to the S.E., we may either proceed to the ($^1/_3$ M.) *Bellevue Restaurant* and thence descend to Kalvedalen, or we may descend in windings to the Pleielsestiftelse on the road mentioned below (15-20 min.; those who approach the Fjeldvei from this side ascend to the left just opposite the 'Brand-Telegraf' of the hospital). The whole walk takes 1-1$^1/_2$ hr. — From the Fjeldvei we may ascend in about 1 hr. by the road, whose beginning is above noted, to the top of the hill, marked by the conspicuous iron vane called ***Fløien** (825 ft.), whence the view is more extensive, but less picturesque than from the Fjeldvei. Adjacent is a good *Restaurant* (p. 113).

Instead of going to the S.E. and returning to the town by the Pleielsestiftelse, we may, after enjoying the view from the flagstaff above the cathedral, follow the Fjeldvei towards the N., thus obtaining a fine survey of the suburb of Sandviken, to which we then descend by a new road through the *Skrædderdal*. At Sandviken is a large lunatic asylum. Thence we return to the town by *Skudeviken* and past the Sverresborg and the Mariækirke (p. 116). We observe many pretty villas, and enjoy views of the sea and of the mountains to the S.

A finger-post by the Fløi points the way to the S.E. to *Blaamanden* (1805 ft.), whence a path descends to the Isdal and Svartediket (p. 119).

Another favourite walk is by Kong Oscar's Gade, past the *Teknisk Skole* (Pl. 10), the *Cemetery of St. Jacob*, which contains a monument to Christie (p. 115), and the *Stadsport* (Pl. 9; dating from 1630). Rich vegetation in the gardens on the roadside and fine trees in the *Forskjønnelsen* promenade. On the left is the road ascending to the Fjeldvei (p. 118), and on the right are the *Pleielsestiftelse*, a hospital for lepers, and the *Lungegaards Hospital*. Farther on is the *Kalfaret* promenade, with its villas, which goes on to *Fløen* and *Møllendalen* on the Store Lungegaardsvand.

The road diverging to the left 5 min. from the Pleielsestiftelse (from which in turn another road leads to the left to the *Café-Restaurant Bellevue*) leads to the *Kalvedal*, in which, 1 M. farther on, is *Svartediket*, a lake whence Bergen is supplied with water. Grand scenery; to the S.E. towers Ulriken. About 1/2 hr. farther on is *Isdalen*, a picturesque gorge. — The path ascending the right bank of the Svartedik streamlet leads viâ the farm of *Aarstad* to (1/4 hr.) the Kalfaret road, by which we may return to Bergen. Or we may continue the descent to the Lungegaardsvand, and either follow its S. shore viâ Store Strømmen (p. 117) to (1 hr.) the town, or take one of the steam-launches plying every 1/4 hr. from Fløen or Møllendalen.

A trip may be taken from *Nøstet* (to the W. of the theatre) by steam-ferry (every 1/4 hr.; 5 ø., after 9 p.m. 10 ø.) across the *Puddefjord* to *Laksevaag*, with its large shipbuilding-yards and dry docks (p. 115). We then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended, or to the E. along the fjord, passing pleasant villas, to the *Solheimsvik* (see p. 115 and below) and to the bridge across the Store Strøm (p. 117).

The ascent of ***Løvstakken** (1560 ft.; p. 114) and back takes 3-4 hrs. from *Solheimsviken*. From the railway-station the route leads past the houses and follows the new bridle-path which ascends in windings through a pleasant plantation (above which is a fine view), and then towards the S. to the top. The view is perhaps the most beautiful near Bergen. We may descend on the S.E. side by a rough but tolerable path to the *Fjøsanger Station* (p. 120).

Another good point of view is **Ulriken** (2105 ft.). We follow the road to 'Fane and Os' (comp. Map, p. 112) to the gaard of (1 hr.) *Lægdene i Aarstad*, to the S. of *Haukeland*. A blue tablet here indicates the way, which farther on (2 1/2 hrs.) is marked on the mountain by white posts tipped with red. On the summit are two stone pyramids.

To *Fjøsanger* and the estate of *Fantoft* (usually open to visitors; enquire beforehand in Bergen), see p. 120; from *Nestun* to *Fane*, *Lysekloster*, and *Os*, see p. 120.

A pleasant trip may be taken by steamboat to the **Askø**, a large island in the Skjærgaard, to the N.W. of Bergen (1 hr.), where the *Udsigt* (*Dyrteigen*, 1/2 hr.) commands a splendid view of the sea and coast.

21. From Bergen by Vossevangen to Eide on the Hardanger Fjord, or by Stalheim to Gudvangen on the Sognefjord.

RAILWAY ('Vossebane') to *Vossevangen*, 108 Kil., in 4 hrs. 20 min. (fares 7 kr. 70, 3 kr. 85 ø.). The railway is now being continued high up the fjeld and is to be carried through to the Krøderen Lake viâ the Hal-

lingdal. — ROADS from Vossevangen to *Eide*, 30 Kil., and from Vossevangen to *Gudvangen*, 48 Kil., with fast skyds-stations.

The RAILWAY (station, see p. 112; views mostly to the left) passes through a short tunnel and crosses the Store Strøm. — 2 Kil. *Solheimsviken*, the industrial S. suburb of Bergen (p. 115), lies on the bay of that name at the foot of Løvstakken (see above). We pass several small lakes. — 5 Kil. **Fjøsanger**, with villas, on the *Nordaasvand*, with its charming islets. Near the station, on the hill to the left, is the villa of the German consul. About ½ hr. farther to the S., not seen from the station, is the beautiful estate of *Fantoft*, belonging to Mr. Gade, the American consul, where an old 'Stavekirke' from Fortun (p. 146) has been re-erected and restored. (Visitors admitted to the grounds; *View of the Nordaasvand from the pavilion above the church.) Near Fantoft is the *Café Birkelund*.

8 Kil. *Hop*. The train ascends to (9 Kil.) **Nestun** or *Nedsttun* (104 ft.; Rail. Restaurant), near the skyds-station of *Midtun*, where marble is quarried. The high level of the line affords a fine view across the Nestunsvand to the slopes of Ulriken.

Pleasant drive to the S. to the (8 Kil.) church of *Fane*, whence the *Fanefjeld* (about 980 ft.; fine view) may be ascended, and back past the *Kallandsvand* and viâ *Birkeland* (11 Kil.).

A branch-railway runs from Nestun to (20 Kil.) **Os** or *Oseren (Nilsen's Hotel*, well spoken of; **Elvig's Hotel)*, on the *Fusefjord* (p. 100). Excursions may be made hence to *Hatviken*, the *Ulvenvand*, *Lysekloster*, etc. A local steamer plies to Bergen from Os.

The train crosses the *Nestun-Elv* by a high bridge (views right and left), turns to the N.E. into the pretty *Langedal*, ascends rapidly, threads two tunnels, and crosses the river twice more. 15 Kil. *Heldal*, a little to the S. of the *Grimenvand*. Two tunnels. Beyond the *Haukelands-Vand* we reach (18 Kil.) *Haukeland* (265 ft.), at its N. end, the highest point on the line. In descending thence we overlook the brawling stream which issues from the lake.

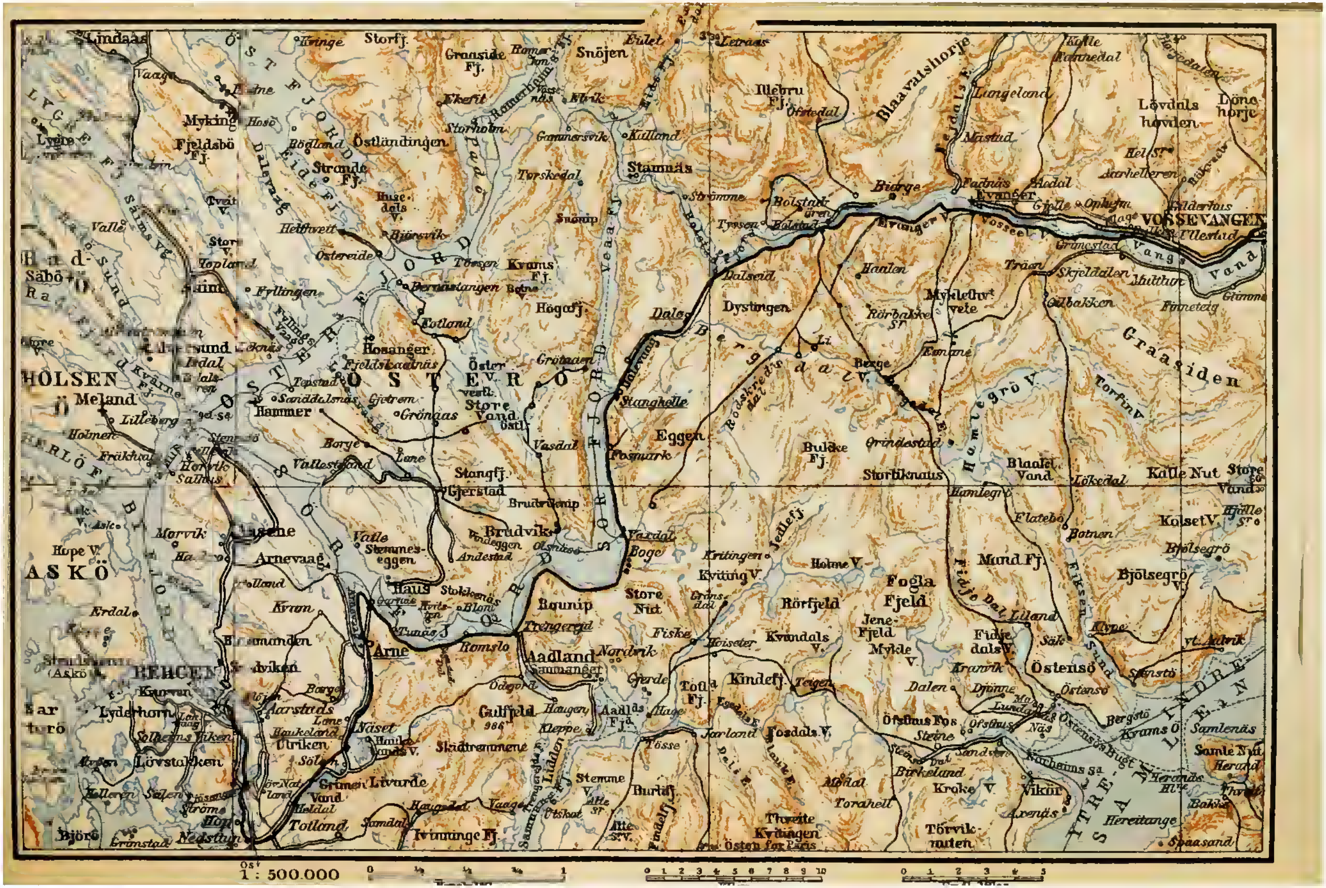
25 Kil. *Arne* (65 ft.), with a church, at the S. end of the *Arnevaag*, a narrow branch of the *Sørfjord*.

29 Kil. **Garnæs** (65 ft.; *Rail. Restaurant*), on the Sørfjord. Opposite rises the church of *Haus* on the *Osterø*, a large island which bounds the Sørfjord on the N. and remains in view till we reach Stanghelle. The engineering of the line on the S. bank of the Sørfjord is very interesting. Eleven short tunnels between Garnæs and the next station.

39 Kil. **Trengereid** (47 ft.; *M. Trengereid's Inn*). The *Gulfjeld* (3235 ft.; extensive panorama) may be ascended hence (5 hrs., there and back; landlord acts as guide, 4 kr.).

A new road leads from Trengereid (fast stations), passing between the Gulfjeld and *Kraaen* (2145 ft.), to (11 Kil.) **Aadland** (**Inn*), on the bay of that name at the N. end of the *Sammanger Fjord*. Row to Tøsse, and walk thence to Norheimsund, see p. 103.

The train rounds the promontory, which separates the S. from the E. arm of the Sørfjord and culminates in the *Hanenip* (2440 ft.) and the *Raunip* (2475 ft.). Ten tunnels. Across the fjord, here


Lindaas
Östfjord
Storfj.
Granside Fj.
Snöjen
Eidet
Illebru Fj.
Blaavalshorje
Lövdals hövden
Löne horje
Myking
Fjeldsbö Fj.
Östlandingen
Stamnäs
Evanger
VOSSEVANGEN
Vangs Vand
Lygre
Eidsfjord
Holsen
Meland
Herlöfjord
Askö
Bergen
Lyderhorn
Lövstakken
Björe
Osterö
Hosanger
Bolstad
Dalseid
Dystingen
Hanlon
Graasiden
Dale
Bergsdal
Eggen
Stangfj.
Gjerstad
Brudvik
Arnevaag
Sörfjord
Veaafj.
Arne
Aadland
Gulfjeld
Store Nut
Bogé
Rörfjeld
Fogla Fjeld
Mund Fj.
Blaaföl Vand
Stortiknaus
Kalle Nut
Kolset V.
Bjölsegrö
Östensö
Samnanger
Samnangerfj.
Kindefj.
Fosdals V.
Öystese
Kvitingen
Tveite
Törvikraten
Hardangerfjord
Ytre Samlen
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only 550 yds. broad, we still see the Osterø, on which rises the church of *Brudvik*. Above it towers the *Brudviksnip* (2945 ft.). On the pretty *Ulfsnæs-Ø* a new school has been built. The train crosses the *Vaxdals-Elv*, which has a fall above the bridge (right) and drives a large mill lower down.

51 Kil. **Vaxdal** (47 ft.; *Rail. Restaurant*). Five tunnels, the longest penetrating the *Hættaparti*.

59 Kil. *Stanghelle*. The train leaves the Sørfjord, crosses the *Dalevaag*, skirts the W. bank of the latter, and ascends the *Dals-Elv*. To the right rise steep cliffs.

66 Kil. *Dale*, from which a short line of rails runs to Jebsen's large cloth-factory. — Nine more tunnels, one of them the longest (1410 yds.) on the line; charming views of the fjord between these. The train now reaches the S. bank of the *Bolstads-Fjord*.

About 20 Kil. to the N. of this point is the picturesque *Eringdal*, with numerous waterfalls. At its mouth is *Eidet*, touched at twice weekly by a Bergen steamer. The finest part is above *Flatekval*. Farther up are passes to Evanger, Voss, Vinje, and the Arnefjord. Quarters poor.

78 Kil. **Bolstad** (27 ft.; *Inn*), at the E. end of the fjord, enclosed by rocky hills, is visited several times weekly by Bergen steamers. Eight tunnels. The train ascends the left bank of the *Vosse-Elv*, which forms several rapids, and then skirts the S. bank of the *Evangervand*. On the N. bank lies *Fadnæs*, at the entrance to the Teidal (p. 127).

88 Kil. **Evanger** (47 ft.; *Monsen's Hotel*, well spoken of), at the head of the lake. The village with its church lies on the opposite bank of the Vosse-Elv, which here enters the Evangervand. To the S. towers the *Myklethveitvet* (3740 ft.), ascended from Evanger in 2-3 hrs. (extensive view; guide, *Jacob A. Evanger*).

The train follows the left bank of the Vosse-Elv, with its occasional lake-like reaches, crosses it, and passes through the fifty-second and last tunnel to (99 Kil.) **Bulken**, situated at the efflux of the Vosse-Elv from the picturesque *Vangsvand* (148 ft.). A suspension-bridge crosses the river to **Liland's Hotel* (English spoken). — The train skirts the N. bank of the Vangsvand. On the S. side we observe the long crest of *Graasiden* (4270 ft.), with its large patches of snow.

108 Kil. **Voss.** — Railway Station to the W. of the village, 55 ft. above it.

Hotels. *Fleischer's Hotel and Station, a large timber-house in an open situation, near the station, often crowded, R. 2½, D. 2½, B. 1½, S. 1½ kr.; adjacent, *Meinhardt's, a few yards farther on, R. 1½-2, B. 1-1½, S. 1½ kr. — To the E. of the station, in the village, *Vossevangen Hotel, by the church, R. 2, B. 1½, S. 1½, D. 2 kr.; opposite, *David Præstegaard's, moderate; Michelsen's; Kjeller's, unpretending, at the upper end of the village, farther from the station. — When the hotels are full, quarters may be obtained in lodging-houses, indicated by tickets. — *English Church Service* in the season.

Post Office by the church, on the side next the railway-station. — **Telegraph Office** at the railway-station; also telephone to the Stalheim Hotel (p. 124; 25 ø.).

Carriages are usually engaged here for the whole journey to Eide or Gudvangen, to save delay in changing horses (Skyds-tariff II): stol-kjærre to Eide 7, to Stalheim 9½, to Gudvangen 12½ kr. — Two-horse carriages for 2, 3, 4, or 5 pers., to Eide 13, 16, 18, or 20 kr.; to Vinje 10, 12, 14, or 16 kr.; to Opheim 12, 15, 18, or 20 kr.; to Stalheim 16, 20, 24, or 28 kr.; to Gudvangen 26, 32, 37, or 40 kr. (driver's fee in each case extra). The charge should be agreed on beforehand.

Voss or *Vossevangen* (320 ft.), charmingly situated at the E. end of the Vangsvand, is suited for some stay. The stone *Church*, in the middle of the village, dating from 1271-76, contains memorial tablets to pastors of the 17th and 18th cent., a candelabrum of 1733, and Bible of 1589. L. Holberg, the poet (p. 116), was tutor at the parsonage in 1702. At the upper end of Voss the road divides: left to 'Gudvangen, Sogn'; right to 'Eide, Hardanger'.

The admirably cultivated environs of Vossevangen form the kitchen-garden of Bergen. Many large farms and several pleasant villas. Although the mountains are near, cultivation has taken more complete possession of the plain than in almost any other part of Norway. The Vossinger are a gifted and enterprising race.

About ½ M. to the W. of Fleischer's Hotel, on the upper road diverging to the right from the Bergen road, is the farm of *Fin*, beside which is preserved the *Finneloft*, a timber-house built in 1300. ('Loft' or 'Bur' is a two-storied farm-house, as opposed to the 'Stue', or house of one story.) The lower story of Finnelottet is in the shape of a blockhouse, the upper story in frame-work. There is no staircase between them (adm. 10 ø.).

The following is a pleasant Walk of 1½ hr. from Voss. A path leads to the S. from the church, skirting the upper end of the Vangsvand and running partly through pine-woods, to the (10 min.) *Rundals-Elv*, the E. discharge of the lake, which we cross by boat (5 ø. each pers.). On the left bank we ascend to the road leading uphill above, and follow it through wood and across a wooden bridge, and then in rapid curves to (½ hr.) the *Café Breidablik*, whence there is a fine view of Vossevangen and its environs. — The road on the other side of the valley continues to ascend to (3-4 Kil. from Breidablik) *Herre* and (7-8 Kil.) *Rogn*.

The ascent of the **Lønehorje** (4680 ft.), to the N. of Voss, takes about 6 hrs.: at *Ringheim* (p. 123) we diverge to the left from the Gudvangen road and ascend by a bridle-path to the gaard *Traae* and the *Klepsæter*, and thence by a footpath. The view embraces the mountains to the N. as far as the Jostedalsbræ, to the E. to the Hardanger Jøkul, and to the S. to the Folgefond.

Another grand view is obtained from the *Hondalsnut* (4800 ft.), the ascent of which also takes about 6 hrs.

From Voss, or from Bulken (p. 121), by *Grimestad* and *Skjeldal* to *Østenso* on the Hardanger Fjord, see p. 104.

Between the roads to the Hardanger and the Sogn, described below, a road ascends the Rundal to the E., on the right bank of the *Rundals-Elv*, to the gaards of *Kløve* (where the '*Sverresti*', a path once used, according to tradition, by King Sverre and his Bjerkebener, diverges), *Grove*, *Hemberg*, *Vold*, *Almindingen*, and (about 26 Kil. from Voss) *Eggereid* (1850 ft.). Still ascending the Rundal, a bridle-path leads thence in 1¾-2 hrs. to *Klevene* (2465 ft.), where it joins a path from Ulvik, passing the Solsivand (p. 112). In ¾-1 hr. more the path reaches the *Opsæt-Sæter* or *Opsæt-Støle* (2790 ft.), above the *Runde-Vand* (where it joins a path coming across the *Hallingskei* from Tufte, p. 45), and crosses the *Gravehals* (3730 ft.) to *Kaardal* in the upper Flaamsdal (see p. 112).

From Vossevangen to Eide on the Hardanger Fjord (30 Kil.; pay for 33 in the reverse direction; comp. p. 105). The road

crosses the *Rundals-Elv* and ascends its left bank, through a beautiful wooded tract, passing several farm-houses. It then turns into a side-valley and beyond the gaard of (11-12 Kil. from Vossevangen) *Male* reaches its highest point (870 ft.). It then descends gradually and crosses the boundary of the *Hardanger* district. The *Skjerves-Elv*, which flows S., is coloured dark-brown by a number of marshy ponds. The upper part of the valley terminates suddenly, and the road descends in zigzags into ***Skjervet**, a deep and picturesque valley flanked with imposing rocks. On the left the *Skjervefos* descends in two halves, the upper resembling a veil. The road crosses a bridge between the two parts of the fall, and soon passes the *Skjerven Hotel*. Rich vegetation. Many old moraines.

22 Kil. *Seim i Graven*, or *Øvre Vasenden* (tolerable station; Næsheim's Hotel, a little farther on, R. 1, D. 1-1½ kr.), is prettily situated at the N. end of the beautiful **Gravensvand**, and commands a fine view of the entire lake and of the massive *Næsheimshorgen* (3250 ft.) to the S.W. To the S. the Oxen (p. 104) becomes visible. The road skirts the E. bank of the lake, about halfway along which, to the left, is the *Gravens-Kirke*, shortly before which the narrow road, or rather bridle-path, to *Ulvik*, mentioned on p. 112, diverges to the left (from Seim 17 Kil., pay for 29). Farther on the road is carried along wooden viaducts or has been hewn in the rock immediately overhanging the lake. We pass *Nedre Vasenden*, at the lower end of the Gravensvand, traverse a rocky defile, and reach —

8 Kil. *Eide* (see p. 104).

From Vossevangen to Gudvangen in the Sogn, 48 Kil. (comp. p. 122), a drive of about 6 hrs.

The finest point on this route is the top of the *Stalheimsklev*, seen to best advantage by afternoon light. To enjoy this we leave Voss early, and can go on to Gudvangen the same evening. Those who cannot start from Voss till about noon should spend the night at the (36 Kil.) Stalheim Hotel.

The road ascends gradually and passes a little to the E. of the *Lundarvand*. On the left, 2 Kil. from Vossevangen, is the gaard of *Ringheim* (p. 122). A rich wooded and grassy region. To the left towers the abrupt *Lønehorje* (p. 122), on the right the horn-shaped *Hondalsnut* (p. 122), behind us *Graasiden* (p. 121). We pass the small *Melsvand*, on the opposite bank of which we observe the gaard of *Dukstad* (past which comes another road from Voss, joining the main road at Tvinde), and also the *Lønevand*, 4 Kil. long. By the gaard of *Løne*, where the road runs close to the lake, we see on the left the *Lønefos*, which descends from the Lønehorge and turns a saw-mill. The road then ascends the *Vossestrands-Elv*, the feeder of the two lakes.

12 Kil. *Tvinde* or *Tvinne i Voss* (310 ft.; Tvinde's Hotel, R. 1 kr. 20, B. 1, S. 1 kr. 25 ø.). On the left is the fine **Tvindefos*. The road becomes steeper. The valley is enclosed by lofty wooded rocks. About 2 Kil. above Tvinde the Vossestrands-Elv forms a

picturesque fall, across which the road is carried by the *Asbrække Bro* (435 ft.; we descend a few paces to see the fall, using caution). About 4 Kil. farther up, the road returns to the right bank of the stream. It next crosses two copious streamlets descending from side-valleys on the left. The second of these, about 1/2 M. from Vinje, is the *Mørkadals-Elv*, along which a path leads viâ Aarmot to Vik on the Sognefjord (10-12 hrs.; p. 127). The valley expands.

10 Kil. **Vinje i Vossestranden** (955 ft.; *Vinje's Hotel*, well spoken of), in a pleasant situation, not far from the *Vinje-Kirke*.

The road ascends the course of the stream, through a ravine, to the S.W. end of the **Opheimsvand** (970 ft.; abounding in fish; **Framnæs Hotel*, R. 2, D. 2 kr., B. 1 kr. 40, S. 1 kr. 50 ø.; Engl. Ch. Serv. in Aug.), and skirts its N.W. bank. Above the wooded hills of the opposite bank tower mountains of grey 'Labrador' rock, presenting a curious picture. To the S. rises the *Malmagrønsnaave* (3620 ft.). By the church of *Opheim*, prettily situated on the lake, 4 Kil. from Vinje, are two hotels (*Opheim's Hotel*, R. 1 1/2, B. 1 1/2, S. 1 1/2 kr.; *Botn*, R. 1 1/4, B. 1, S. 1 1/4 kr.).

Beyond the Opheimsvand the road crosses the watershed between the Bolstads-Fjord and the Sognefjord. On the right the *Aaxel;* then the *Kaldafjeld* (4280 ft.). We follow the left bank of the *Nærødals-Elv*, which descends to the Sognefjord, and ascend in a curve, high above the stream, to the —

***Stalheim Hotel** (1125 ft.), from Vinje 14, from Gudvangen 12 Kil.

This large and well-managed hotel, built of timber and lighted by electricity, contains 150 beds, besides baths, verandahs, balconies, etc., and a telephone to Vossevangen and to Gudvangen (25 ø.). R. from 2, A. 1/2, B. 1 1/2, D. 2 1/2, S. 1 1/2 kr. *Mr. Alb. Patterson*, the landlord, speaks English. It is advisable to enquire as to rooms beforehand by telephone from Voss or from Gudvangen. — *English Church Service* in summer.

Stalheim is not a skyds-station, but vehicles are always to be had. Cariole to Gudvangen 2 kr. 4, stolkjærre 3 kr. 6 ø.; to Voss, see p. 122.

The hotel is situated at the top of the *Stalheimsklev*, a precipitous rock about 800 ft. high, forming the head of the Nærodal, which descends to the E. to Gudvangen. The **View hence of the deep and sombre Nærodal and the huge mountains enclosing it, especially by afternoon light, is considered one of the grandest in Norway. On the left is the commanding *Jordalsnut* (3620 ft.; p. 132), on the right are the *Kaldafjeld* and *Aaxel* (see above), all of light-grey 'Labrador' rock or felspath. In the distance the background of the valley is formed by the hill from which the Kilefos near Gudvangen descends (p. 132). We also enjoy a fine view, looking to the S., of the broad valley towards Opheim. The river descending thence forms the Stalheimsfos, which, however, does not come in sight until we descend into the Nærødal (p. 132).

The hill rising to the N.W. of the hotel is the *Stalheimsnut*, past which a green dale runs towards the N. From *Brække*, the first gaard in this

valley, a fine mountain-path, called *Naalene*, leads to the gaard *Jordal*, from which the Jordalsnut may be ascended (with guide; Anders Olsen Gudvangen or Ole Myren). — The *Brækkenipa*, ascended in 3 hrs., there and back (guide 3 kr.), is a fine point of view.

The road winds down the Stalheimsklev and leads thence to Gudvangen (a walk of 2-2½ hrs.; see pp. 133, 132).

22. The Sognefjord.

The distance by sea from *Bergen* to *Lærdalsøren* at the E. end of the Fjord (starting-point of the routes to Christiania through the Valders and through the Hallingdal, RR. 8, 7) is 31 Norwegian sea-miles in a straight direction. The STEAMBOATS perform the voyage in 15½-24 hrs., according to the number of stations called at. These vessels are well fitted up and have good restaurants, but their berths are limited. Those who have to spend a night on board should lose no time in securing a sofa or a berth. — Comp. p. xvii.

The **Sognefjord* (from the old word 'Sogne', a narrow arm of the sea), the longest of all the Norwegian fjords, measures 180 Kil. (112 M.) from Sognefest to Skjolden, averages 6 Kil. (4 M.) in width, and is nearly 4000 ft. deep at places. Like all the other fjords, it is unattractive at its entrance, where the rocks have been worn smooth, partly by the action of the waves, and partly by the enormous glaciers which once covered the whole country. The scenery improves as we go E., until the fjord ends in a number of long narrow arms, with banks rising abruptly at places to 5000 ft., from which waterfalls descend. At the heads of the N. branches of the fjord appear the glaciers covering the plateau. The *Jostedalsbræ* ('Bræ', glacier), to the N., is the largest glacier in Europe (350 sq. M.). In other parts of the fjord the narrow banks present a smiling character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant dwellings. In the grandeur of its mountains and glaciers the Sognefjord surpasses the Hardanger, but its general character is severe and at places monotonous, while its southern rival unquestionably carries off the palm for its softer scenery and its splendid waterfalls.

The climate of the W. Sognefjord, as far as the point where its great ramifications begin, is the same as that of the W. coast, being rainy and mild in winter and damp and cool in summer. Nowhere in Norway is the rapid decrease of the rainfall from W. to E. so marked as in the Sognefjord. At Sognefest, at the entrance to the fjord (p. 126), the annual rainfall is about 80 inches, on the Fjærlandsfjord (56 M. from the coast) 50, on the Nærøfjord (70 M.) 31, on the Lysterfjord (80 M.) 19, and at Lærdal (87 M.) 16 inches only. In these E. arms the climate resembles that of inland European countries, a short and warm summer being succeeded by a long and severe winter. In winter, however, these arms are only partly frozen over.

The inhabitants *(Sogninger)* of the W. regions of the fjord have the placid Norwegian character; those of the E. parts show great vivacity, particularly in their rapid utterance.

The following description generally follows the order of the stations touched at by the Nordre Bergenhusamts steamers, but their route varies on different trips. The distances of the chief stations from each other are given in Norwegian sea-miles (comp. p. vi).

a. The W. Sognefjord, to Balholm at the mouth of the Fjærlandsfjord.

STEAMBOAT from Bergen to *Balholm* 6 times a week in 10½-13½ hrs. (fare 10 kr. 10 ø.); to *Vadheim* only, 8-10½ hrs. (7 kr. 70 ø.; to Lærdal, 12 kr. 90 ø.). From Vadheim to Balholm, 3 kr. 20 ø.

Bergen, see p. 112. The voyage to the mouth of the Sognefjord is of little interest. It carries us through the 'Skjærgaard' fringing the district of *Nord-Horland*, which with Sønd-Horland (p. 99) formed the ancient *Hørdafylke*. The low and generally bare hills in the foreground have been worn down by the glaciers of the ice period; in the distance rises a higher chain.

The first stations *Alverstrøm* and *Lygren* are rarely touched at. More important is *Skjærjehavn*, at the N. end of the *Sandø*. Then *Eivindvik* or *Evenvik*, on the small *Gulenfjord*, the ancient meeting-place of the *Gulathing* (p. xlviii).

At the mouth of the Sognefjord lie the *Sulen-Øer*, the 'Solundare' of Frithjof's Saga, a group of islands with hills rising to 1830 ft. (about 5 Kil. to the left of the steamboat).

On the mainland, to the right, lies the station of *Sognefest* or *Sygnefest*, to the E. of which rises the *Stanglandsfjeld*.

On the N. bank we observe the *Lihest* (2275 ft.). On the same bank are the stations of *Bøfjord* or *Lervik* and, beyond the promontory of *Værholm*, *Ladvik*, or *Lavik*, the chief place in the W. Sogn.

On the S. bank lie *Brække*, on the small *Risefjord*, and *Trædal* or *Tredal*, on the *Eikefjord*, at which the steamers call alternately with the stations on the N. bank just named.

The scenery improves. The mountains become higher. We enter the pleasant *Vadheimsfjord* on the N. bank and call at —

19 S.M. (from Bergen) **Vadheim** (*Vadheim Hotel*, R. 1 kr. 50, B. 1 kr. 40, S. 1 kr. 40 ø.), situated at the mouth of two valleys, through one of which (W.) runs the overland route to the Moldefjord (R. 25). The verandah of the inn overlooks the fjord. To the W. is a waterfall with a factory adjacent, above which rises the *Norevikshei*.

On the S. side of the fjord, opposite the Vadheimsfjord, opens the *Fuglsætfjord*, with the station of *Bjordal*, called at once weekly.

On the N. bank lies the pleasant village of *Kirkebø*, with its church on a high rock, near the mouth of the *Højangerfjord*, past which we steer. Then *Maaren*, prettily situated, with a waterfall. Next, *Næse* or *Nesse*.

On the S. bank lie *Ortnevik* and *Sylvarnæs* or *Sølvarnæs;* then

Næset, on the *Arnefjord*, with its fine mountain-background. At these places the steamers usually call once a week only.

As we steer farther E. the beauty of the scenery becomes more striking. The mountains, rising to upwards of 3000 ft., assume picturesque forms and are clothed with vegetation to their summits, while between them peep occasional expanses of snow. The steamers call at *Kvamsø* on the N. bank once weekly. They next steer to the S., round a promontory at the mouth of the small bay of Vik, where we observe a 'Gilje' and other salmon-fishing appliances, to —

6 S.M. **Vik** or *Viksøren (*Hopstock)*, lying in a fertile region at the mouth of two valleys, the *Bodal* on the W. and the *Ofriddal* on the E., with its branch the *Seljedal*. Snow-mountains form the background; to the E. rises Rambæren (p. 130). The old churches of *Hoperstad* and *Hove*, the former a 'stavekirke' (p. 27) of the beginning of the 13th cent. (restored in 1891), are interesting.

From Vik we may drive inland about 8 Kil. in one of three different directions, in order to cross one of the mountain-passes (about 8 hrs. each): to *Stalheim* (p. 124; the last part of the route passing the Jordalsnut, fatiguing but interesting); or to *Vinje i Vossestranden* (p. 124; we may drive the last 11 Kil. from Aarmot onwards, and past the Mørkedalsvand); or to *Gulbraa* in the *Exingdal* (p. 121; with guide), or, still better, to *Næsheim* (night-quarters at Jac. Larsen's), thence proceeding next day over the fjeld to (about 10 Kil.) *Aarhus i Teidalen*, whence a carriage-road descends the *Teidal* to *Fadnæs* on the Evangervand (p. 121).

The Sognefjord here turns at a right angle to the N. In the distance, even from Vik, we observe the Vetlefjordsbræ (p. 128). The passage to Balholm takes about $^3/_4$ hr. On our right lies *Vangsnæs*, on a promontory where the fjord again turns towards the E. The W. bank being the supposed scene of Frithjof's Saga, as rendered by Tegnér, Vangsnæs is said to have been Frithjof's Framnæs.

2 S.M. **Balholm.** — **Hotels.** *Kvikne's Hotel, nearest the pier, with a good bath-house on the lake, frequented by English travellers; *Hôtel Balestrand, a few yards farther on; charges at both: R. $1^1/_2$ kr., A. 40 ø., B. $1^1/_4$, D. 2, S. $1^1/_4$, pens. about 4 kr. — *Boats* may be obtained at the hotels at moderate rates. — *English Church Service* in summer at Kvikne's Hotel (church to be erected).

Balholm, the chief place on the fertile and highly cultivated *Balestrand*, beautifully situated to the S. of the mouth of the small *Essefjord*, is adapted as a residence for those in search of quiet. A pleasant and well-made road, overlooking the fjord, leads from the hotels to a ($^1/_2$ M.) mound, with a large birch-tree and seats, and a modern 'Bautasten', pointing it out as the tomb of King Bele of the Frithjof's Saga. The road goes on, shaded at places by tall trees, past the villas of the painters A. Norman and Hans Dahl, and ends at (1 hr.) the farm of *Flesje*, situated among trees on the shore of the fjord.

A pleasant row may be taken on the **Essefjord* (2-3 hrs.), which is surrounded by a noble series of mountains: to the N. the *Toten* (4610 ft.; ascended in 8 hrs.), then the *Furunipa*, separated by the sharp ridge of *Kjeipen* from the snow-clad *Guldæple;* farther

on, the *Vindrekken* and the *Gjeiteryggen;* and to the S.W. the *Munkeg* (4135 ft.; ascent 12 hrs.).

Opposite Balholm, to the N., on the other side of the mouth of the Essefjord, rises the prettily situated church of *Tjugum*. The good road, which leads to it from the landing-place, ascends past the parsonage, and beyond (1/4 hr.) a path descending to the right, continues for some distance at the same level, affording a charming *View of the Fjærlandsfjord and across the Vetlefjord with the Jostedalsbræ in the background.

From Balholm to Sande i Holmedal (two days). 1st Day. By rowing-boat to the gaard *Sværen* at the head of the *Sværefjord* (see below; tolerable quarters); then ascend the valley gradually for about 3 Kil.; mount a steep and rough path to the pass of *Sværskard* (2300 ft.), where we get a fine view looking back to the Sognefjord; ascend a steep and marshy slope to the watershed; descend past the *Torenæs Sæter* (5 hrs. from Sværen) to the *Holme-Vand* in the *Viksdal;* then through a good deal of wood, past the *Lange-Sæter*, across the river, and over marshy ground to *Mjell* (8-10 hrs. from Sværen). — 2nd Day. From Mjell bridle-path to the gaard *Hof;* then down the *Eldal* to *Eldalsøren* on the *Viksvand* (p. 168); cross by boat to *Horsevik*, and walk thence by the road to *Sande* (p. 168; in all, 3-4 hrs. on foot and 1 3/4 hr. by boat).

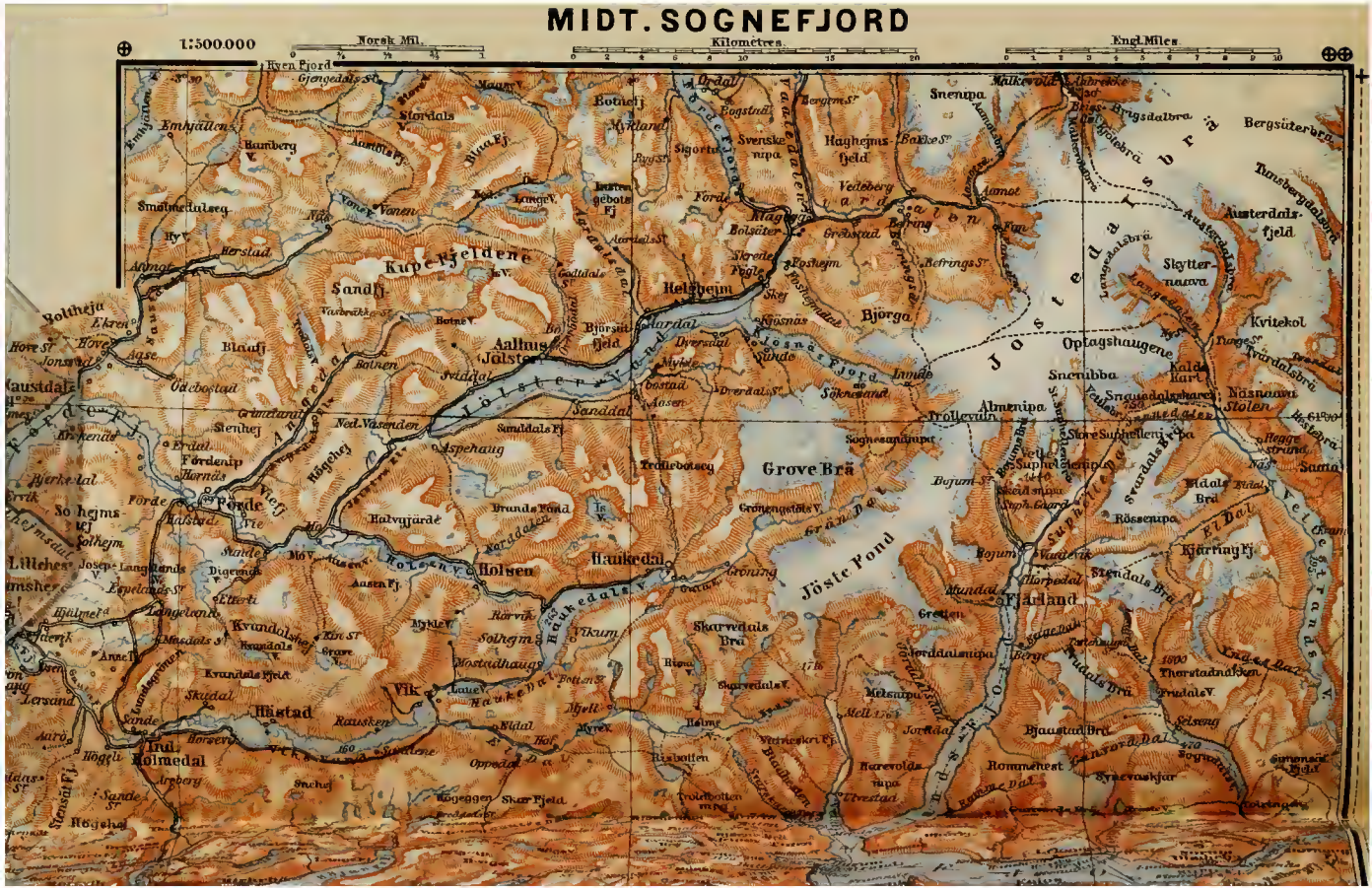
The most beautiful excursion from Balholm is to the ***Fjærlandsfjord**, which runs inland towards the N. (Steamer from Balholm to Fjærland daily in the tourist-season in 2-3 hrs., in connection with the large fjord-steamers; fare 2 kr.; through-tickets may be obtained on board the large steamers.) This fjord is 26 Kil. long, nearly 2 Kil. broad in its S. and 1 Kil. in its N. half. Its banks are less precipitous than those of the Nærøfjord (p. 131). The entrance is commanded by the *Toten* (p. 127) on the left and the *Storhaug* (1210 ft.) and *Trodalseg* (3645 ft.) on the right.

To the left diverges a broad bay of the fjord, dividing into the *Sværefjord* and the beautiful *Vetlefjord*. The steamer calls once a week at *Ulvestad*, at the head of the Vetlefjord.

From Ulvestad a road ascends the valley to *Mell*, where we see the *Vetlefjordsbræ* descending from the Jostedalsbræ. The *Melsnipa* to the E. and the *Gotopfjeld* or *Gotophesten* (5650 ft.) to the N. are said to command superb views. — From Mell a toilsome mountain route leads to the gaard *Grening*, near *Haukedal* (p. 170; 7-8 hrs., with guide).

After the steamer has rounded the promontory of *Menæs*, we observe on the right, above the *Rommedal*, the *Rommehest* (4110 ft.; ascent said to be easy), and on the left the *Harevoldsnipa* (5360 ft.) and the *Melsnipa* (5800 ft.), separated from the *Jorddalsnipa* by the *Jorddalsdal*, behind which appears the snowy Jostedalsbræ. We now obtain a **View of the head of the fjord with its snowy background, a grand example of characteristically Norwegian scenery. The glaciers of the Suphellebræ come into sight first, then those of the Bøjumsbræ in the background; but as we approach the Mundal, the latter again disappears. On the right lies the gaard *Berge*, at the mouth of the Bergedal. (To Sogndal, see p. 131.)

3 S.M. **Fjærland** (**Hôtel Mundal*, R., B., or S. each 1 1/2, D. 2 kr.; Engl. Ch. Serv. in summer), the steamboat-terminus, lies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Tunsbergdalsbræ
Austerdals-fjeld
Skytter-nauva
Kvitekol
Kaldakart
Smaadalsbræen
Näsnaaa Stolen
Almenipa
Trollevidda
Grove Brä
Jöste Pond
Fjærland
Kjörnaa Fj.
Rössenipa
Haukedal
Holsen
Förde
Sandlj
Kopperjerdene
Aallum
Jolster
Helsheim
Björga
Optagshaugene
Snenibba
Hestenipa
Skarvenals Brä
Vik
Hästad
Holmedal
Rommenest
Bjaastad Brä
Thorstadnakken
Fjærlandsfjord
Jölstervand
Vangsvand
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Vetlestrands V.
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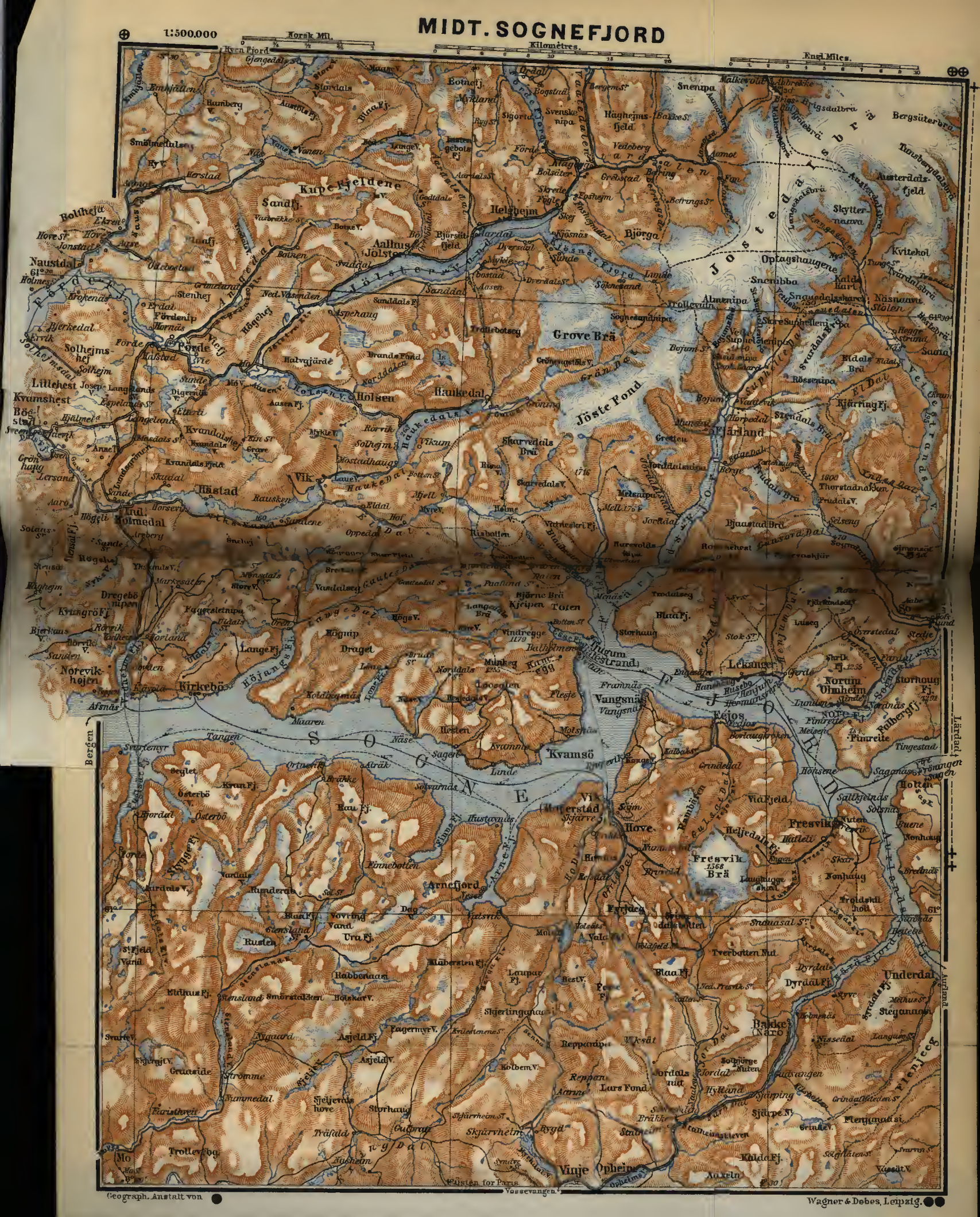
Hauke Dal
Förde Fj.
Jölstervand
Vangsvand

MIDT. SOGNEFJORD



ıe entrance to the broad *Mundal*, in which the Jostedalsbræ is ı. A granite stone recalls King Oscar II.'s visit in 1879.

A visit to the glaciers which descend, a little to the N. of Fjærıd, into the *Bøjumsdal* and the *Suphelledal*, two valleys separɔd by the *Skjeidesnipa*, is interesting, though the view of these ɔm the steamer is much finer than that obtained close to them. 'e may drive the greater part of the way (stolkjærre there and back ı 3 hrs., one pers. 3, two pers. 4 kr.; to both glaciers and back, ɔ hrs., 5 or 6 kr.). The road skirts the W. bank of the fjord, at the end of which, on a hill to the right, is the gaard of *Horpedalen*, with an impetuous stream. To the left, farther on, we look into the Bøjumsdal, with the Jostedalsbræ in the background. About 4 Kil. from Fjærland the road into this valley diverges to the left, while that to the Suphelledal crosses the brook and goes straight on.

To the ***Bøjumsbræ**, the grander of the two glaciers, it is a walk of $1^3/_4$ hr. from the fork of the road. The carriage-road ascends the right bank of the stream, passing between the houses of *Bøjumsfustene* and *Ødefjord*, and ends at the *Bøjums Sæter* (Restaurant); thence we ascend on foot and cross the stream in $^1/_2$ hr. to the glacier, the foot of which lies 450 ft. above the fjord.

The ***Store Suphellebræ** is also $1^3/_4$ hr. from the fork of the road. The road crosses the Bøjums-Elv, diverges to the right beyond the gaard of *Bøjum*, and, after crossing the Suphelle-Elv twice, ends about 1 M. to the N. of the *Suphelle Gaard*, and about $^1/_4$ hr.'s walk from the glacier. The stream issues from a great vault in the glacier, 152 ft. above the fjord. About 480 ft. above its base a rock divides the glacier into two parts. Of these the upper only is united with the Jostedalsbræ; the lower part is formed of accumulated masses of ice which have fallen over the rock. The roar of the ice-avalanches is frequently heard.

The **Vettle Suphellebræ**, or *Little Suphelle Glacier*, is said to have the finest ice. This is reached by taking the path to the right 5 min. to the N. of the Suphelle Gaard, crossing the broad Elv, and then traversing the fallen rocks, which extend as far as the (2 hrs.) glacier. — A fatiguing expedition of about 10 hrs. may be made hence (guide and provisions necessary) to *Nordre Næs* at the N. end of the *Veitestrandsvand* (p. 136); we cross the river (difficult), ascend to the *Veitestrandsskar*, and thence descend the *Snauedal*. From Nordre Næs to Hafslo, see p. 136.

Grand passes from Fjærland lead across the Jostedalsbræ to Jølster (p. 171) or to the Stardal (p. 172), in 10-12 hrs. (guide 10 kr.). Skirting the Bøjumsbræ, we ascend the *Jakobbakkadn* to the glacier in $2^1/_2$ hrs., reach its highest point, the *Kvitevarde*, in 1 hr. more; then descend to the S.W., past the *Troldvand* and across the *Lundeskar* to Lunde on the Kjøsnæsfjord in $4^1/_2$ hrs., or, longer but easier, through the *Søknesanddal*, round the *Søknesandsnipa*, to *Søknesand* on the Kjøsnæsfjord (p. 171).

Guides in Fjærland: *Johs. Mundal*, *Hans Bøjum*, *Henrik Mundal*, and *Anders T. Mundal*.

b. From Balholm to Gudvangen. Aurlandsfjord and Nærøfjord.

STEAMER (of the Lærdal, Gudvangen, and Balholm summer-line) from Balholm to *Gudvangen* daily, except Sun., in $3^1/_2$ hrs. (fare 4 kr.); also several times a week by larger steamer.

N.B. The Balholm and Gudvangen steamers touch at none of the intermediate stations mentioned below. The details as far as the Aurlandsfjord (pp. 131, 133) have more reference to the course of the large Bergen steamers between Balholm and Lærdal (p. 134).

Balholm, see p. 127. The first station of the Lærdal steamers is *Vangsnæs* (p. 127). The steamer skirts the S. bank of the fjord, above which rise imposing mountains. To the N. is the *Blaafjeld*, from which a waterfall descends.

On the S. bank is the station of *Fedjos* or *Fejos* (with a church), whence, through the *Gulsætdal*, we may ascend the *Rambær* (5260 ft.), affording a grand view of the Jostedalsbræ and the fjord (those who do not care to mount so high may go as far as the *Kongshøi* or the *Kongsvand*, 2-3 hrs.), and the *Fresviksbræ* (p. 131).

$2^1/_2$ S.M. (from Balholm) **Lekanger** or *Leikanger (J. Olsen's Hotel)* lies on the *Sjøstrand*, the fertile N. bank of the fjord. To the W. lies the gaard *Husebø*, with a lofty 'Bautasten'. To the E. of the steamboat-quay are the residence of the 'Amtmand', the parsonage, and the church; farther on is the gaard of *Henjum*, with a 'Stue' (wooden house) of the 17th century.

$^1/_2$ S.M. **Hermansværk** *(Knudsen's Hotel)* lies at the mouth of the *Henjumsdal*, through which a day's excursion may be taken to the N. to the *Gunvordbræ* (5150 ft.).

The steamer to Gudvangen steers direct for the mouth of the Aurlandsfjord (p. 131). — The Lærdal steamers first enter the narrow *Norefjord* to the E. On the left are the gaards of *Lunden* and *Slinde* (boat-station sometimes touched at). On the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (2570 ft.). On 15th June, 1184, Magnus Erlingssøn was defeated and slain here in a naval battle by King Sverre. To the left is the church of *Olmheim*. — Rounding the peninsula of *Nordnæs*, a spur of the *Skriken* (see below), we enter the *Sogndalsfjord*, with smiling and well-cultivated banks. On the left lies the gaard of *Fardal* (touched at on the return from Sogndal), at the mouth of the *Øverste Dal* or *Øfste Dal*. On the right rises the *Storhougfjeld* (4235 ft.). To the left is the gaard *Stedje* or *Steie* (Inn), with its thriving orchards.

3 S.M. **Sogndal** *(*Danielsen's Hotel;* skyds-station at the gaard *Fjærn)*, consisting of the numerous gaards of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjærn*, is charmingly situated on an old moraine through which the *Sogndals-Elv* has forced a passage, and amidst lofty mountains: the *Storhougfjeld*, to the S. (see above; easily ascended and affording a fine view); *Skriken* (4115 ft.), to the S.W.; and *Njuken* (3200 ft., to the N., easily ascended in $3^1/_2$ hrs.). Pleasant walk on the bank of the river to the *Waterfall*, with its mills, and then to the S. to the pretty new church, a Bautasten beside which bears the Runic inscription: '*Olafr konungr saa ut mille staina thessa*' (*i.e.* 'King Olaf looked from between these stones'). We may then follow the road to Stedje (see above), with

its two large 'Kæmpehouge' ('giant tumuli'), whence we may return to Sogndalsfjæren by boat (an excursion of 1 hr. in all).

From Sogndal to Solvorn (14 Kil.; pay for 19) or to Marifjæren (22 Kil.; pay for 28), by carriage respectively in 3 and 5 hrs., while the steamboat does not reach these places for 12 or 14 hrs. (comp. p. 136); recommended also to pedestrians.

From Sogndal to Fjærland (12-15 hrs.). A tolerable road ascends from Sogndal to the *Sogndalsvand* (1500 ft.) and along its E. bank to *Gaard Selseng* (17 Kil.). To the W. opens the *Gunvorddal*, with a small sanatorium. From Selseng we may ascend *Thorstadnakken* (5250 ft.; imposing view of the mountains to the E. of the Fjærlandsfjord and of the Jostedalsbræ; to the E. the Horunger in clear weather). — From Selseng we may ascend the *Langedal*, passing several sæters, the highest of which is called *Toftahougstøle*, to the central of the three depressions in the mountain, about 4130 ft. above the sea, to the left of which rise the peaks of the *Frudalsbræ* (5165 ft.). The path then descends the *Bergedal* to *Gaard Berge* on the Fjærlandsfjord (p. 128), from which we row in 1 hr. to (6 Kil.) Fjærland.

The steamer returns to the great highway of the Sognefjord, passes the promontories of *Meisen* and *Hønsene*, and steers either to the E. direct to Lærdal (p. 134), or to the S. to —

3 S.M. **Fresvik** (indifferent quarters), situated on a bay formed by the projecting hill of *Nute*, and commanded on the S. by the *Nonhaug* ('non' is 2 p.m., the time when the sun appears above the hill). Fine view looking back on Lekanger, with the Gunvordsbræ rising above it. A visit to the *Fresviksbræ* on the *Fresviksfjeld* (5145 ft.), 8-9 Kil. from Fresvik, is said to be attractive.

From Fresvik through the *Tundal* and across the hills to the *Jordal* and *Stalheim* (p. 124) takes fully 8 hrs.

The direct steamers to Gudvangen and twice a week also the Lærdal steamers, after leaving Fresvik, steer to the S. between the promontories of *Saltkjelnæs* and *Solsnæs* into the ***Aurlandsfjord,** an enormous ravine about $1^1/_2$ Kil. broad, with precipitous rocky banks, 3000-4000 ft. high, forming the slopes of higher mountains which are rarely visible from the lake. At a few spots only dwellings have been erected on the alluvial deposits ('Ør', 'Aur') of a stream, or are perched high above the lake on some apparently inaccessible rock. From these abrupt slopes descend lofty waterfalls, either perpendicularly, or in streaks of foam gliding over the dark-brown rock, and reflected in the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

Beyond the Solsnæs we observe on the left the buildings of *Buene*, with a 'slide' for shooting down timber. On the right is *Simlenæs;* farther on, the *Fyssefos*. Then, on the left, *Brednæs* or *Breinæs*, beyond which we pass the mouth of the valley of the *Kolar-Elv*. — To the left, by the promontory of *Nærønæs*, we obtain a superb view of the upper Aurlandsfjord, with its vista of rocky headlands (p. 133). The Lærdal steamers enter this fjord, see p. 133.

Passing the promontory of *Beiteln*, the Gudvangen steamer steers into the ****Nærøfjord**, the S.W. arm of the Aurlandsfjord, and the grandest of all the ramifications of the Sognefjord. It is at first

about 900-1000 yds. in breadth. Soon after entering it, we see on the right a waterfall of the *Lægde-Elv*, nearly 1000 ft. high. Opposite rises the pointed *Krogegg;* then the *Gjeitegg*. Between these two hills, and afterwards between the Gjeitegg and the *Middagsberg*, we obtain fine glimpses of the snow-clad Steganaase (p. 133) high above. Opposite the Middagsberg, on the right, are the gaards of *Dyrdal* at the mouth of the Dyrdal. The fjord contracts to a defile about 200 yds. broad, bounded by perpendicular rocks. On the right, between the Middagsberg and the *Rauegg*, are the gaards of *Styve*, endangered by the river; above them rise the snow-masses of the *Store Bræ*. Several veil-like waterfalls. On the right the *Dyrdalsfjeld*. To the left, farther on, the *Nissedals-Elv* descends from the *Skammedalshøidn* (not visible from the steamer). To the right is a waterfall descending from the *Ytre Bakken*, forming a double leap far above. The fjord then turns more to the S. We now observe the mountains of the Nærødal, particularly the Sjerpenut (see below), and to the right the waterfall of the *Bakke-Elv* and the small church of *Bakke*, to which a good road leads from Gudvangen (a pleasant walk). This is probably the finest part of the fjord. Farther on, several waterfalls are seen on both sides.

4 S.M. (from Fresvik; 8 from Balholm) **Gudvangen.** — *Vikingvang Hotel, R. 1½-3, B. 1½, S. 1½, D. 2¼ kr., in connection with the *Pension Vikingsnæs*, good cuisine, frequented by the English; *Hansen's Hotel, R. 1½ kr., B. 1 kr. 30 ø., D. 2 kr.; both about 5 min. from the steamboat-pier. English spoken at both. — *Engl. Ch. Serv.* in the season.

Conveyances to Stalheim and Vossevangen usually await the arrival of the steamer: to the foot of the Stalheimsklev 9, to the top 12, to Vinje 26 Kil. (as to charges, see p. 122). — A visit to the Stalheimsklev does not take more than 6½-7 hrs., even if the traveller walks one way (return better for walking). As to ordering rooms at Stalheim by telephone, see p. 124. Those who have enjoyed the view from the top of the 'Klev' by favourable afternoon light may drive on to Opheim or Vinje the same evening without losing anything.

Gudvangen is a group of gaards at the head of the Nærøfjord, at the influx of the *Nærødals-Elv*. The mountains enclosing the ravine are so lofty and abrupt that this little hamlet does not see the sun throughout the whole winter. On the E. rises the *Sjerpenut*, on the W. the *Solbjørgenut*. From the *Kilsbotn*, to the N. of the former, comes the **Kilefos*, a waterfall 1840 ft. in height, beginning with a leap of 500 ft.; to the right of it are the small *Hestnæsfos* and *Nautefos*, whose waters unite below.

The ***Nærødal** (the most enjoyable way of seeing which is to walk both up and down: to the top of the Stalheimsklev in about 3 hrs.), the landward continuation of the fjord, preserves the same wild character. About ½ hr. from Gudvangen the road crosses a great 'Aur' (p. 131) and the clear river. To the right towers the huge *Jordalsnut* (3620 ft.; ascent, see p. 125), which consists of light-gray felspath. On the rocky slopes are seen many traces of the avalanches ('Skred') which fall into the valley in the early summer. The road follows the right bank, gradually ascending.

On the left bank are the gaards *Hemre* and *Hylland*. Farther on (9 Kil. from Gudvangen) the road recrosses to the left bank and reaches the foot of the **Stalheimsklev* ('cliff'), which terminates the valley. The vehicles of visitors to the 'Klev' usually await their return at the bridge. The road ascends the 'Klev' in sixteen somewhat steep zigzags, the ascent of which takes nearly an hour. On the right and left are the **Sevlefos* and the **Stalheimsfos*, two picturesque waterfalls. At the top of the pass (1125 ft.) we reach the comfortable **Stalheim Hotel* and enjoy a superb view (see p. 124).

The **Upper Aurlandsfjord*, which stretches to the S.E. from the promontory of Beiteln (p. 131), is visited twice a week by the steamer from Bergen to Lærdal. To the left, high up on the steep E. bank, we observe the gaards *Horken* and *Nedberge*, and in a ravine *Kappadal*. To the right, on the hill, are the *Stegesætre*, with two waterfalls near. The steamer sometimes calls at *Underdal*, finely situated, with a church, whence we may ascend by the *Melhus-Sæter* to the *Steganaase* ('ugly' or 'terrible nose'; 5660 ft.), the highest peak of the *Syrdalsfjeld*. — Farther on, to the right, rises the long *Flenje-Egg*, with its highest peaks, that of *Jelben*, to the N., and the *Flenjanaase* (4840 ft.). The fjord widens. On the left open several deep ravines, first the *Skjerdal*, with the gaard of that name, then the small *Voldedal* and the *Vasbygd*, the chief place in which is —

4 S.M. (from Fresvik or Gudvangen) **Aurland** or *Aurlandsvangen* (**Brun's Inn*), with its small stone church, the usual terminus of the steamers. — The *Aurlands-Elv* abounds in fish; 6 Kil. up its valley lies the *Vasbygdvand*. (To the Hallingdal, see pp. 46-44.)

The *Blaaskavl* (8515 ft.), to the N.E. of Aurland, may be ascended in 6 hrs., with guide. Magnificent view, N.W. of the Jostedalsbræ, N.E. of the Horunger and Jotunheim, S. of the Hardanger Vidden.

At the head of the fjord, about 7 Kil. from Aurland, lies *Fretheim* (touched at once weekly; reached by rowing-boat on other days) at the mouth of the *Flaamsdal*, with a fine girdle of mountains, 3 Kil. from which is the church of *Flaam*.

Beyond the church the bridle-path ascends the FLAAMSDAL, mounting a 'Klev' in windings to a higher part of the valley. Fine retrospect. We then pass the fine *Riondefos* on the right. We ascend several other 'Kleve', traverse the *Berakvamsgjel*, a narrow ravine, pass the gaard of *Melhus*, and reach that of *Kaardal*, the highest in the valley (5 hrs. from Fretheim; comp. Map, p. 100). — Thence over the *Gravehals* (3730 ft.) to the *Opsætstøle* (2790 ft.) and through the Rundal to *Vossevangen*, 12-14 hrs. in all, see p. 122; or from the Opsætstøle viâ the *Slondals Sæters* (poor quarters) on the *Slondalsvand* and the *Braone Sæter*, and thence over the watershed to the *Solsivand* and on to *Ulvik* (p. 112), 18-20 hrs. from Fretheim.

FROM AURLAND TO TØNJUM IN THE LÆRDAL (2 days). 1st Day: steep ascent of about 4000 ft. between the *Blaaskavl* (*Skavl*, 'snow-drift'; 2815 ft.; ascended in 6 hrs. from Aurland; fine view) on the N. and the *Høiskarsnut* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skaale-Sæter* and ascend the *Barshøgda* (4635 ft.), commanding a fine view as far as the Horunger, and of the Jøranaase with the Troldelifjeld. A rough sæter-path then descends to the (7 hrs.) church of *Tønjum* in the *Lærdal*, from which *Lærdalseren* (p. 134) is 10 Kil. distant by the high-road.

c. From Balholm or from Gudvangen to Lærdalsøren.

STEAMER from *Balholm* to *Lærdalsøren* viâ Gudvangen, daily except Sun. in 7 hrs.; viâ Sogndal (p. 130), three times a week in 5-11 hrs.; or direct in 3 hrs. once a week (fare 4 kr.). — From *Gudvangen* to *Lærdalsøren*, daily, except Sun. in 3½ hrs. (fare 4 kr.).

From Balholm and from Gudvangen to the mouth of the Aurlandsfjord, see p. 131. — The steamer rounds the *Saganæs*, the base of the *Holten*, and sometimes calls at the substantial gaard of —

Ytre Frøningen. On a green plateau, about 400 ft. higher, stands the school, attended by the children of this scattered district.

From Ytre Frøningen the ***Blejan** (5560 ft.) may be ascended in 6-7 hrs. (rather steep): admirable view of the Sognefjord, the Jostedalsbræ, the Horunger, the Jotunheim Mts., the Hallingdal, and Voss. The fjord itself is best seen from the brink of the *Lemegg*, which descends 5000 ft. almost perpendicularly to the N. — An easier ascent is from the *Vindedal* (see below; poor quarters), reached from Lærdalsøren by small boat. The best plan is to sleep at the *Vindedals-Sæter*, 1½ hr. above the Vindedal and 2-3 hrs. from the top.

To the N. towers the Storhougfjeld (p. 130). We next pass *Indre Frøningen* and the promontory of *Refnæstangen*, a spur of the *Hausafjeld*, behind which rises the *Lemegg* (see above). We either steer direct to Lærdalsøren, or first to the N. to —

5 S.M. (from Sogndal) **Amble** (**Husum's Inn*), charmingly situated on the crater-shaped *Amblebugt*. A pleasant road leads hence, passing the *Amblegaard* (the owner of which, Hr. Heiberg, has a collection of relics relating to the large Norwegian family of that name), and skirting the fjord, to (2 Kil.) *Kaupanger*, beautifully situated. The small 'Stavekirke', with 20 pillars in the nave and 4 in the rectangular choir, seems to have been built about 1200; it was unsuccessfully restored in 1862. Fine elms and ashes.

FROM AMBLE TO SOGNDAL (13 Kil.). Beyond Kaupanger the road begins to ascend; superb view looking back on the Sognefjord, particularly of the precipices of the snow-clad Blejan (see above). The road leads through pine-forest to the top of the hill, and then descends past several large farms (each with a 'Stabbur' and belfry) to (7 Kil.) *Eide* (a poor station). A road skirting the *Eidsfjord*, with a fine view of the avalanche-furrowed slope of the Storhaugfjeld towards the S., leads hence to (6 Kil.) *Loftesnæs*, a substantial farm-house opposite Sogndal, to which we cross by boat. — To row direct from Eide to Sogndal (6 Kil.) takes 1 hr. (boat with two rowers 1 kr. 8 ø.). Herrings are largely caught in the Eidsfjord. The water in this bay is almost fresh on the surface, but salter below.

To the S. rises the Blejan (see above); to the W., farther distant, the Fresviksbræ (p. 131). On the left opens the Aardalsfjord (p. 135). Opposite the headland of *Fodnæs*, on the right, between the Lemegg and the long *Glipsfjeld*, descends the *Vindedal*, with the *Store Graanase* in the background. The fjord, now called *Lærdalsfjord*, is bounded on the left by the *Vetanaase* and, farther to the E., the *Høganaase* (4900 ft.). We pass the gaards of *Haugene*, on the right, at the mouth of the *Eijerdal*, and land at —

7 S.M. (from Balholm; 3 from Amble) **Lærdalsøren.** — Pier 1 Kil. from the hotels (carr. 50 ø. each pers.; with luggage 60 ø.). — *LINDSTRØM'S HOTEL, two houses with 80 beds in all, R. from 1½, A. ½, B. 1½, D. 2, S. 1½ kr.; *LÆRDALSØREN'S HOTEL, less pretending, R. 1 kr. 40 ø., B. 1¼, S. 1¼, D. 2 kr.; English spoken at both.

INDRE SOGNEFJORD

Skyds-Station. — Post Office beyond the hotels, to the right. — Telegraph Office at the upper end of the village. — English Church Service at Lærdalsøren's Hotel in summer.

Lærdalsøren, generally shortened to *Lærdal*, the terminus of the Valders and Hallingdal routes (RR. 8, 7), lies on a broad and marshy plain at the mouth of the *Lærа*, enclosed by bare rocky mountains. View limited. Towards the E. we observe at the end of the *Oftedal*, on the left, the *Haugnaase* (5250 ft.), and on the right the *Freibottenfjeld*. The village with its 800 inhab., has a doctor, a chemist, and a few tolerable shops. The church, a curious-looking modern timber edifice, with a group of houses around it, lies several hundred yards farther inland.

Pleasant Walk of 1/2 hr. along the bank to the winter pier (used when the fjord is frozen), and thence to *Haugene* at the mouth of the Eijerdal (see p. 134).

d. The Aardalsfjord and Lysterfjord.

Steamer from Lærdalsøren to *Aardal* twice weekly, in 1 1/2-2 hrs. (fare 1 kr. 60 ø.); to *Skjolden* at the head of the Lysterfjord 3 times weekly, in 5-7 1/2 hrs. (fare 3 kr. 20 ø.); to Marifjæren only, in 3-4 1/2 hrs. (fare 2 kr.).

From Lærdalsøren to *Fodnæs*, see p. 134. After rounding the promontory we obtain, to the left, a view of the Lysterfjord (see below), with the Haugmælen; in the background is the Jostedalsbræ (p. 137). To the S.W. towers the Blejan (p. 134).

The entrance of the **Aardalsfjord** is somewhat monotonous. On the N. bank rise the Bodlenakken and then the Brændhovd, between which lie the Ytre and Indre Oferdal (see below). On the wooded S. bank is the station of *Nadviken* or *Vikedal*. We next obtain a view of the *Sæheimsdal* to the N., and a little later we see the superb girdle of mountains around —

Aardal or *Aardalstangen* (*Inn*, B. 1 kr.). The little village with its pretty church lies on an old coast-line (p. xxxi), and on deposits from the mountains on the right, at the mouth of the *Aardals-Elv*, which issues from the neighbouring *Aardalsvand*. Opposite, to the S., rises the snow-clad *Slettefjeld* or *Middagshaugen* (4435 ft.). Aardal is the starting-point for a visit to the Vettisfos (1 day; p. 142).

Returning from Aardal, the steamer calls when required at *Oferdal*, the station for the valleys of *Indre* (E.) and *Ytre* (W.) *Oferdal*, which lie between the *Brændhovd* and the *Bodlenakken*. We then round the wild precipice of the Bodlenakken and enter the ***Lysterfjord**, the N.E. arm of the Sognefjord, 40 Kil. in length, where the wildest scenery is combined with the most smiling. Owing to the numerous glacier-streams falling into it, the water of the fjord near the surface is fresh and of a milky colour. On the W. side rises the precipitous *Haugmælen* (4135 ft.), which may be ascended nearly the whole way on horseback. In 2 1/4 hrs. from Aardal the steamer reaches —

4 S.M. **Solvorn** (**Hotel Solvorn*; guide, *Joh. Hansen Vigdal*, speaks English), a skyds-station, finely situated on a bay in the W.

bank of the fjord, backed by the snow-mountains around the Veitestrandsvand (see below).

A hilly road ascends from Solvorn to the (2 Kil.) *Hafslovand* (455 ft.), the bank of which is skirted by the road from Marifjæren to Sogndal mentioned below and on p. 131. About 2 Kil. to the N. of the junction of the two roads lies **Hillestad** (*Hillestad's Hotel*, praised, R. 80 ø., B. 1, S. 1 kr.; 4 Kil. from Solvorn, pay for 6), where guides and horses are obtained for the ascent of the *Molden* (see below; on foot 3-4 hrs.).

From Hillestad the road leads by *Hafslo*, with a church and parsonage, to (8 Kil.) the S. end of the *Veitestrandsvand* (640 ft.), a lake 17 Kil. long. We may then row to the N. end of the lake, where rustic quarters may be had at the gaard of *Nordre Næs*, and walk thence in 10 hrs. by the Veitestrandsskar to the Suphelledal and to Fjærland, see p. 129.

On the promontory opposite Solvorn, in a charming situation, lies *Urnæs* (where the steamer calls when required), with its large tumuli ('Kæmpehouge') and the oldest 'Stavekirke' in Norway, dating possibly from the 11th cent. (see p. 27). The construction and ornamentation of the church are specially interesting. The 'Lop' or arcade was removed in 1722. To the left towers the huge *Molden* (3645 ft.). On the E. bank, about $^1/_2$ hr. after leaving Solvorn, we pass the gaard of *Ytre Kroken*, famed for its orchards (small-boat station; touched at when required). To the N.W. appears the *Hestebræ*, part of the Jostedalsbræ; to the right of it is the Leirmohovd; more to the N. are the hills of the Krondal (p. 138). In $^1/_2$ hr. more we reach —

2 S.M. **Marifjæren** (**Hotel Marifjæren & Skyds-Station*, at the pier, R. 1, B. 1, S. 1 kr.), prettily situated on the *Gaupnefjord*, the best starting-point for a visit to the *Jostedal* (p. 138). Beautiful walk to the N.W. up to the old church of *Joranger*, which we see from the steamboat as we approach. The church commands a magnificent view of the fjord and the Feigumsfos (p. 137). To the S. of Marifjæren (10 min.) is the gaard of *Hundshammer*, whence part of the Jostedalsbræ is visible.

From Marifjæren to Sogndal (22 Kil., pay for 33; a drive of 4-5 hrs.; fast stations all the way). The new road passes the base of the Molden (see above), which is very steep on the W. side, and follows the course of the *Bygde-Elv*. On the right, above us, lies *Joranger*. We pass many farms with well-cultivated fields, chiefly on the sunny side ('Solside') of the valley. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 900 ft.) we obtain a view of the distant snow-mountains to the S. of the Sognefjord (Fresviksbræ, Rambæren, etc.). The descent is rather steep. Grand view of the Hafslobygd, the Hafslovand, and the mountains of the Sognefjord.

8 Kil. (pay for 14) *Hillestad*, see above.

The road skirts the E. bank of the *Hafslovand*, where the road to Solvorn diverges to the left (see above), and traverses a pine-wood, affording glimpses of the lake and the Jostedalsbræ to the N. Beyond the gaard *Oklevig* the road attains its highest point, and then descends the winding **Gildreskreden (Skreien)*, where caution is necessary in driving. Superb view of the fjord. On our right rushes the *Orrøi-Elv*, descending from the Veitestrand and Hafslo lakes, and forming the *Helvetesfos* and *Futesprang*. Below lies *Nagløren*. The road now skirts the *Barsnæsfjord*. Oaks, elms, and ashes begin to appear. The fjord contracts to a narrow channel. On the opposite bank lies Loftesnæs (p. 134).

14 Kil. (pay for 19) *Sogndal*, see p. 130.

The upper part of the Lysterfjord is grand and picturesque. The steamer passes *Næs*, on the left, and on the right the imposing *Feigumsfos*, which descends from a valley to the N. of the *Rivenaase* (3450 ft.), in two falls, about 650 ft. in height. To the N. of the fall rises the *Sørheimsfjeld;* then the *Skurvenaase* (4520 ft.).

On the W. bank is the small station of *Hojheim* or *Hojumsvik*. Then —

2 S.M. **Døsen** (*Inn*, well spoken of), charmingly situated. Adjacent is the old stone church of *Dale*, with a fine portal.

From Døsen we may ascend the *Daledal* by a bridle-track, passing the gaards of *Bringe* and *Skaar* and the sæters of *Vallagjerdet* and *Kvale*, to the gaard *Kilen*, the highest in the valley. Thence a steep climb over the *Storhougs Vidde* (2600 ft.) to the *Vigdals-Sæter;* then to the W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the fjeld-gaards of *Øvre* and *Nedre Vigdal*. From the latter the path leads across a hill, descends abruptly to the *Ormbergsstøl*, and leads to the N. to *Gaard Ormberg* in the *Jostedal* (p. 138), about 27 Kil. from Døsen (a fatiguing walk of 9-10 hrs.; guide necessary).

From **Døsen** the steamer goes on to the head of the Lysterfjord and touches at —

1 S.M. **Skjolden** (**Thorgeir Sulheim's Inn*, above the pier; carriages meet the steamer), finely situated at the mouths of the Fortundal (p. 146) and Mørkereidsdal. It is the starting-point for an excursion to the Fortundal and to the views of the Horunger (p. 147 *et seq.*). Fishing in the Fortun-Elv permitted to the guests of the hotel.

The sombre **Mørkereidsdal** extends about 20 Kil. to the N. and contains the farms of *Skole*, *Bolstad*, *Flohaug*, and then *Moen* and *Mørkereid*. Beyond these are several sæters: the *Knivebakke-Sæter* to the left, the *Dul-Sæter* and the *Dalen-Sæter* to the right; then the *Fjeldsli-Sæter* (near the Fosse-Sæter on our Map, p. 134), where fair accommodation is obtained at Ole Bolstad's, and the *Rausdals-Sæter*, amid grand mountain scenery. Hence we may go to the W. over the fjeld and through the *Martedal* and *Fagerdal* to the gaard *Faaberg* (p. 139) in the Jostedal (a long day's walk); or to the N. across the snow-fields and glaciers near the Tværaadals Kirke and the Tundradals Kirke to (10-12 hrs.) the *Sotasæter* on the Liavand and thence on to Mork and Polfos (p. 59).

From Marifjæren to the Jostedal.

The **Jostedal**, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice, the W. part of which consists of the *Jostedalsbræ* (p. 125), with its ramifications, while the E. half is formed by the *Spørtegbræ* and numerous snow-clad peaks or 'noses'. The sides of the valley, rising to 3000 ft., are generally wooded, and are often broken up by transverse rifts, from which torrents and waterfalls descend; and at intervals they recede, forming basins which are usually bounded by rocky barriers, marking the different zones of the valley. — This excursion takes 1½-2 days there and back, and, in spite of the interest and beauty of the *Nigardsbræ* (p. 139), is scarcely worth the trouble. Even the passage of the Jostedalsbræ (best from the Krondal) is said to disappoint expectation. — Fast *Skyds-Stations;* it is usual to engage a cariole for the whole journey.

Marifjæren, see p. 136. The road leads past the precipitous slopes on the W. bank of the *Gaupnefjord* to (3 Kil.) *Røneid*, at the mouth of the *Jostedals-Elv*, opposite the church of *Gaupne*. Above Gaupne rises the *Raubergsholten* (2675 ft.).

The road ascends on the right bank of the turbulent and muddy river. The lower part of the valley is well cultivated. The road passes an old moraine and crosses the *Kværne-Elv*. The high and shapeless rocks which flank the road all the way to Leirmo begin here. In front of us rises the *Leirmohovd*. After crossing the *Fondøla*, the road turns to the right to the gorge of *Hausadn*. To the W. we see the twin peaks of the *Asbjørnnaase* (5270 ft.). From the rocks on the right falls the *Ryfos*. We soon reach the first of the basins peculiar to the Jostedal, named after the hamlet of *Leirmo*, on the hill to the left. (From Leirmo we may visit the **Tunsbergdalsbræ*, 14 Kil. in length, the longest glacier in Norway.) We cross the foaming *Tunsbergdals-Elv*. To the right towers the *Kolnaase*. The river expands until it covers the whole floor of the valley.

14 Kil. **Alsmo** lies on an old moraine ('Mo'). The road soon enters a gorge called the *Haugaasgjel*, in which are the falls of the *Vigdøla*, and continues through the deep and imposing basin of Myklemyr, once occupied by a lake. To the left rises the *Hompedalskulen* (4820 ft.), and in front of us is the Vangsen (see below). Passing the gaards of *Myten*, *Teigen*, *Øen*, and *Myklemyr*, the road leads through a narrower part of the valley, with the large gaard *Ormberg* on the right, and enters the small basin of *Fossen* and *Dalen*. Beyond another gorge, with a bridge leading to Ormberg (p. 131), we reach the basin of —

16 Kil. **Sperle** (properly Sperleøer; good quarters). Beyond the school is the gaard of *Sperle*, with the waterfall of that name, descending from the *Listølsbræ* on the left. Beyond Sperle a steep ascent to the *Nedre Lid*, which is wooded at the top, and past the 'Gjel', or ravine, of that name which opens on the right. We then descend into a beautiful basin containing the church of **Jostedal** (660 ft.), which serves all the 900 inhabitants of the valley.

On the left we observe the *Bakkefos*, which descends from the *Strondafjeld*, and near it the *Øvre Gaard*. We then reach another broad basin. On the right the *Gjeitsdøla* forms three fine waterfalls. To the S.E. rises the imposing *Vangsen* (5710 ft.), with a glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of *Vanddal* and *Gjeitsdal*, which here open to the right, is seen the pyramidal *Myrhorn*, rising from the great *Spørtegbræ* behind. Beyond the gaard of *Gjerdet* we cross the stream issuing from the *Krondal*, which is flanked on the right by the *Haugenaase* (4260 ft.) and on the left by *Vetlenibben* and the *Grønneskredbræ*. Corn thrives thus far.

FROM THE KRONDAL OVER THE JOSTEDALSBRÆ TO LOEN, or to OLDEN on the Nordfjord (p. 176), 12-15 hrs., a grand but trying route. (Guide, *Johannes Snetum*, in the Krondal, 14-20 kr.; porter 10 kr.). We sleep at the gaard *Kronen* (2 or 3 beds), and start early next morning. From *Bergset*, the last gaard, we ascend the E. side of the *Tværbræ* or *Bjørnestegbræ*, which descends from the N., to the (3 hrs.) *Haugenæset*, between the Tværbræ and the Nigardsbræ (p. 139), marked by the last 'varde' in the Jostedal (good water). The passage of the glacier now begins. In 1 hr.

the Kjendalskrona, the Lodalskaupe, and other mountains of the Nordfjord come in sight. In 2-3 hrs. more we reach the first 'varde' on the opposite side. We descend across the *Kvandalsbræ* (20 min.) and by a very fatiguing route skirting its margin to the (1½ hr.) *Kvandal* (p. 179). Or we may follow the Jostedalsbræ farther to the W. and descend by the *Sundebræ* to the Oldenvand, which we reach at *Sunde* (p. 177).

Farther on we cross a hill and obtain a fine view looking back. Before us soon comes in view the ***Nigardsbræ**, between the *Haugenaase* (4260 ft.) and the *Liaxel*. The road leads past the *Berge Sæter* and crosses the Jostedals-Elv. A path diverging to the left before the Berge Sæter by-and-by crosses the stream issuing from the Nigardsbræ and skirts the N. slope of the glacier valley. The best view of this famous glacier, so often described by Norwegian and foreign writers, is obtained from the point, about ½ hr. from the Berge Sæter, where the crest of the lateral moraine projects a little into the valley. The descent to the foot of the glacier is not worth the trouble.

After crossing the Jostedals-Elv, the road passes the gaard *Kroken*, and ends at —

19 Kil. **Faaberg** (1310 ft.). Tolerable quarters but poor fare may be obtained at the house of *Rasmus Larsen Faaberg*, an admirable guide, who, however, does not accept the conditions of the Norwegian Tourist Society. That society recommends *Lars Larsen Lien*, living at the *Lien Sæter*, on the opposite bank, which may be reached by the foot-bridge across the river between Kroken and Faaberg, without proceeding to Faaberg.

From Faaberg through the Fagerdal to the *Mørkeridsdal*, see p. 137.

FROM FAABERG OVER THE JOSTEDALSBRÆ TO GREDUNG I STRYN, 12-13 hrs. (guide necessary). It is usual to ascend in the evening, by a poor path, to (2 hrs.) the sæter of *Faabergstøl* (1875 ft.), where quarters are obtained. To the W., just above the sæter, extends the *Faabergstølsbræ*. Next morning we ascend the desolate Stordal, where the path to Mork over the Hanspikje, mentioned at p. 62, diverges to the right. Farther on we keep to the left and in 2½ hrs. reach the *Lodalsbræ* (about 2970 ft.), which we ascend to the right, skirting the *Rauskarfjeld*, to the *Jostedalsbræ*. The highest point of the latter is reached to the right of the *Lodalskaupe* (6790 ft.; ascended for the first time by Mr. Slingsby in 1889). The descent to Gredung takes 5-6 hrs. We first cross the *Gredungsbræ* or *Erdalsbræ*, which comes down from the *Stornaase* and the *Klubben* (5150 ft.) on the W., and then descend by a difficult and unpleasant rocky path past the *Skaarene* to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and we reach the sæter of *Gredungsstøl* and the gaard of *Gredung* without farther difficulty (see p. 173).

A pass, said to be easy, leads from Faaberg viâ the *Liaxel*, rising to the N.E. of the Nigardsbræ, or viâ the Nigardsbræ, then across the Jostedalsbræ, and down to the *Bødal* on the *Loenvand* (p. 179).

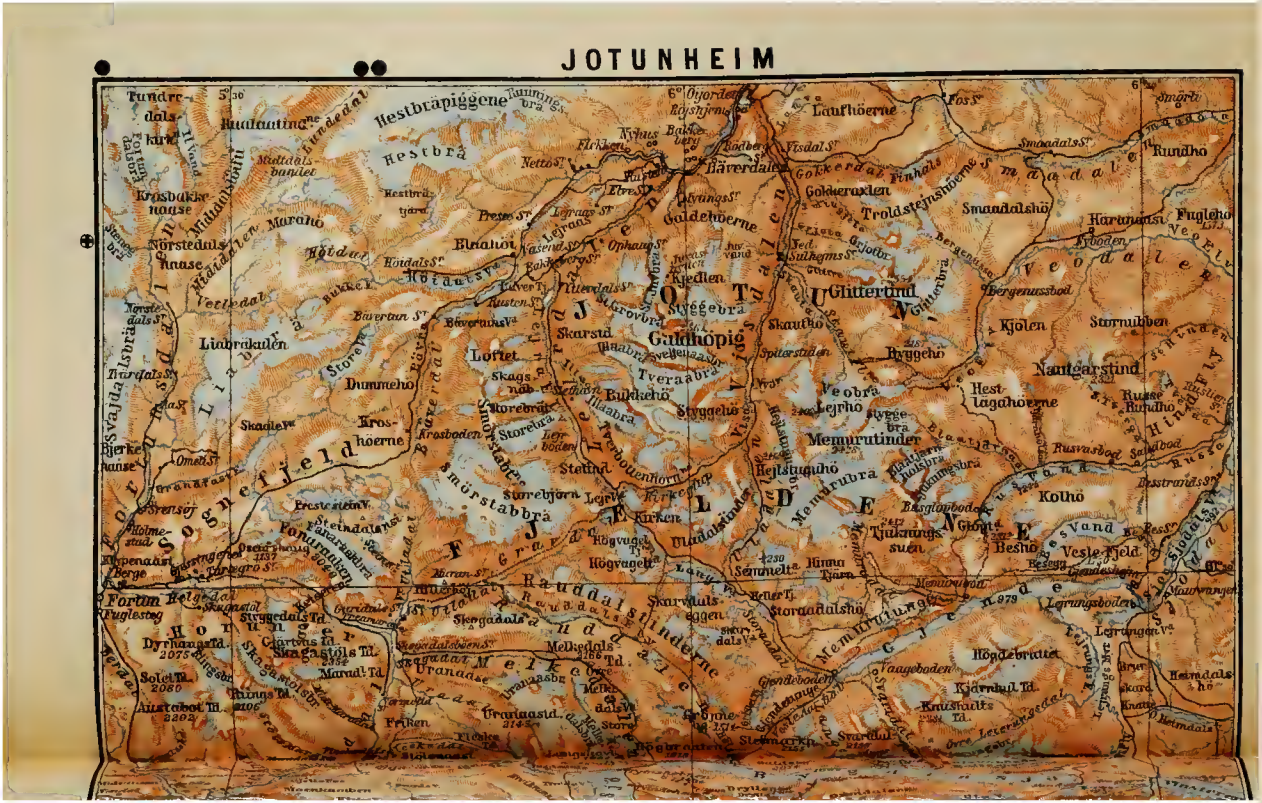
23. Jotunheim.

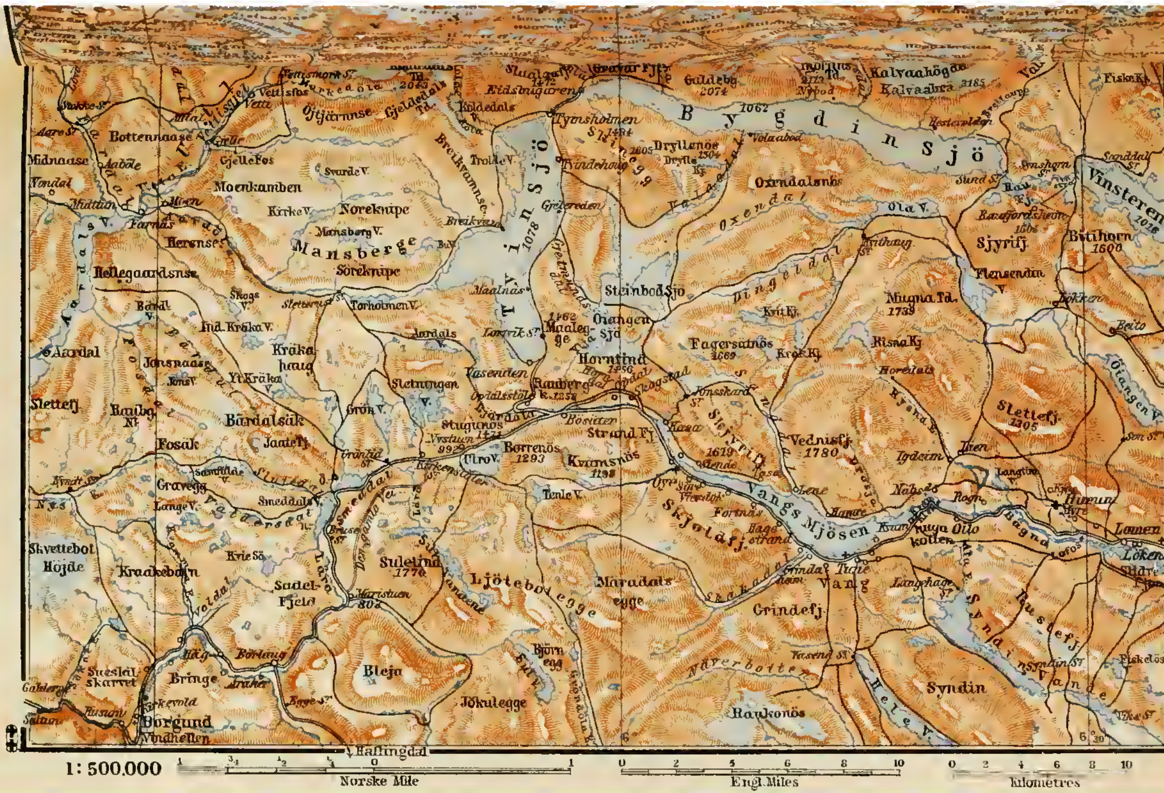
Section 30D (Galdhøpiggen) and Section 30B (Bygdin) of the Topographical Map mentioned in the Introduction (p. xxvi; scale 1:100,000) have been published, but for the entire W. part of the district the traveller has to depend on antiquated and almost useless maps. — For the *Horunger*, our map (p. 146) in the scale of 1:200,000, though also based on unsufficient material, but corrected and completed, is at present probably the best; the heights are taken from the 'Norske Tnristførenings Årbog for' 1894.

Although the greater part of Norway consists of a vast table-land, rising occasionally into rounded summits, and descending abruptly at the margins, it possesses three districts with the Alpine characteristic of well-defined mountain-ranges. One of these districts is on the *Lyngenfjord* in Tromsø Amt (p. 236), the second is *Søndmøre* (p. 189), and the third is the region bounded by the Sognefjord on the W. and the plateaux of Valders and the Gudbrandsdal on the S. and the N.E. This last was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by later 'Jotunologists', chiefly Norwegian students, as a reminiscence of the 'frost giants' in the Edda.

The peaks of Jotunheim (called *Tinder*, *Pigge*, *Horne*, and *Nœbber*, while the rounded summits are *Høer*) are all over 5900 ft., several are upwards of 6550 ft., while the *Galdhøpig* (p. 149) and the *Glittertind* (p. 163) exceed 8200 ft. in height. The Swiss Alps are much higher (Mont Blanc, 15,784 ft.), but are surpassed by the Jotunheim mountains in abruptness. The plateaux between the peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Brœer*, the smaller being called *Huller*, 'holes') descend from these masses of snow. The amphitheatre-like mountain-basins which occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as *Botner*. The valleys lie, with a few exceptions, above the forest-zone, and are therefore much less picturesque than those of the Alps. One of their peculiarities is that they rarely terminate in a pass, but culminate in a nearly level '*Band*', with a series of lakes; the passage from one side to the other is sometimes so slightly marked, that the waters of the uppermost lake flows off in both directions.

The Jotunheim inns are inferior to those on the more frequented routes, but thanks to the spirit and enterprise of the Norwegian *Turist-Forening* (p. xxi) fairly good quarters are obtainable at all the chief resorts, either in the refuge-huts erected by that society or in the so-called 'hotels' (mountain inns of the simplest character), where tinned provisions ('Hermetisk'), beer, and wine are generally to be had. The beds, as a rule, are fair and broad enough for two persons if necessary. Most of the travellers are Norwegians, and parties often consist of two or three ladies travelling alone. It is advisable not to arrive at the sleeping-place too late in the evening, as otherwise the traveller may have to put up with very inferior accommodation. Members of the Turist-Forening, recognisable by their club-button, have a preferential right to beds at the tourist-huts (except those built with subvention of government) until 10 p.m. (paying 40 *ø.*; non-members pay 1 kr. 25 *ø.*). The other charges are also correspondingly low, and the day's expenditure (not including guides) need not exceed $3^1/_2$-$4^1/_2$ kr.


JOTUNHEIM


Bygdinsjö
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Vangs Mjösen
Vinsteren
Kalvaahögda
Kalvaabra 2185
Galdebg 2074
Gravar Fj.
Eidsbugaren
Tyinsholmen
Bottennaase
Midnaase
Moenkamben
Mansberge
Noreknipe
Söreknipe
Helleqaardsnse
Aardal
Jonsnaase
Kräka haug
Bardalsük
Fosük
Sletterj
Gravegg
Skvettebot Höjde
Kraakebdn
Bringe
Borgund
Vindhellen
Sadel Fjeld
Suletind 1776
Ljötebotegge
Blejn
Jökulegge
Maradals egge
Grindefj.
Vang
Horntind
Steinbod Sjö
Öiangen Sjö
Fagersatnös 1669
Oxendalsnös
Drylleenös
Mugna Td. 1739
Risna Kj.
Vednisfj. 1780
Sletterj. 1395
Sjyrifj
Bitihorn 1600
Flensendin
Skjolafj.
Strand Fj.
Borrenös 1293
Kvamsnös
Rustefj.
Syndin
Raukonös
Hele V.
Helmun
Lomen
1:500,000
Norske Mile
Engl. Miles
kilometres
Hallingdal

Unpretending sleeping accommodation may also be had at most of the *Sæters* (also called *Støl* or *Sel*), which contain at least one living-room and one sleeping-room. The *Fæboder* or *Fælæger* are still simpler. The cowherds (*'Fækarle'* or *'Driftekarle'*) are generally good-natured and hospitable fellows, who regale the traveller with 'Fladbrød', milk, cheese, and butter. See remarks on Sæter Life at p. 70.

The EQUIPMENT required by the traveller is similar to that used by Alpine mountaineers, but should if possible be even more durable, as he will have no opportunity of supplying deficiencies and will often have to ford torrents, wade through marshes, and walk for hours over very rough stony ground ('Ur'; p. xxviii). Heavy luggage should be left behind, as it hampers the movements. Comp. p. xxii.

The GUIDES are active and obliging, but generally speak Norwegian only and are scarcely on a par with those of Switzerland or the Eastern Alps. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. The guide is not bound to carry more than 2 'bismer'-pounds (24 lbs.) of luggage, and even this he carries unwillingly. For the longer tours, therefore, the traveller must engage a porter, who receives about two-thirds of a guide's fee. No charge is made for the return-journey. — ALPENSTOCKS, though very useful for steeper ascents, are not in favonr in Norway, and good ones cannot be procured there (comp. p. xxii). On the other hand, ICE-AXES (*'Isøxe'*) and stout ropes (*'Reb'*) are now provided at the chief stations of the Turist-Forening. — Those who travel without a guide should, as a rule, on leaving one of the sæters, whence numerous paths always diverge, ask to be shown the way for the first half-hour.

With the exception of the greater ascents, most of the excursions may be made on horseback. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man ('voxen Mand') he receives the same fee as a guide.

The following tour (9-10 days) includes the FINEST POINTS in Jotunheim. — From *Aardal* on the Sognefjord to *Vetti* (p. 142), half-a-day; viâ *Skogadalsbøen* and over the *Keiser* to *Turtegrø* (p. 147), one day; excursions from Turtegrø, one day; viâ the *Bævertun-Sæter* to *Røjshjem* (p. 149), two days; over the *Galdhøpig* (p. 149) to *Spiterstulen* (p. 162; which may be reached a day earlier by the omission of Røjshjem) and to *Lake Gjende* (p. 157), two days; excursions from Lake Gjende and thence viâ *Gjendeboden* to *Eidsbugaren* (p. 154), two days; viâ the *Skinegg* and *Tvindehougen* to *Skogstad* or *Nystuen* (p. 53), one day. — Turtegrø may be reached from *Skjolden* on the Sognefjord (p. 137) in 3 hrs., viâ *Fortun* (p. 146).

DISTANCES in the following descriptions are calculated for good walkers. It should be borne in mind that walking in Jotunheim is much more fatiguing than among the Swiss Alps owing to the want of paths. Ample time should therefore always be allowed. — A standard rule of Norwegian travel is that horses, guides, boats, food, etc., should always be ordered in good time, on the day before if possible.

a. From Aardal on the Sognefjord to Vetti. Vettisfos.

To *Vetti* about 5 hrs., *viz.* 1¼-1½ hr. by rowing-boat; 1¼ hr. by cariole, on horseback, or on foot; the rest on foot, the path being almost too bad for riding. As the Sognefjord steamers to Aardal are not timed very conveniently, and the quarters at Aardal are unpretending, this route is a little uncomfortable. It is recommended only to those who are going on to Jotunheim or who intend making the circuit of the Horuuger, but hardly repays visitors to the Vettisfos only.

Aardal, see p. 135. We walk up the *Aardals-Elv*, on the right

bank of which we observe the gaard *Hereid*, to the (1/4 hr.) **Aardalsvand** (13 ft. above the sea), a lake 14 Kil. long, surrounded by abrupt cliffs and deep ravines. A boat and rowers are always ready in the travelling season to carry passengers to the upper end of the lake (1 1/2 hr.; 1 pers. 80 ø., 2 pers. 1 kr. 32, 3 pers. 1 kr. 62 ø.). To the right we see the *Stegafjeld*, with the precipice of *Opstegene* on its E. side; beyond lies the *Fosdal* with the *Eldegaard*, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the *Løstsæter;* then the *Midnæshamer*, with the *Eldeholt*. To the left rises the *Bottnjuvkamb*, with its huge precipice; to the right are the 'Plads' or clearing of *Gjeithus* and the *Raudnæs*. Then, to the left, the *Nondal*, with several farms and the *Nondalsfos*. On rounding the Raudnæs we see —

Farnæs, at the N.E. end of the lake, where we land. Bargaining advisable in hiring horse or vehicle. Guide to Vetti unnecessary.

From Farnæs to Fortun (8-10 hrs.; with guide, 4 kr.). A bridle-path ascends to the N.W. through the *Fardal* or *Langedal*, passing the *Aare* and *Stokke* sæters, to the *Muradn-Sæter*, whence a path leads through the *Lovardalsskar* (4700 ft.), a narrow 'gap' or pass, into the *Berdal*, where a refuge-hut has been built by Kristoffer Foraas, a good guide for the *Austabottind* (7224 ft.) and *Soleitind* (6824 ft.), two beautiful peaks, the former difficult, the latter easy. Thence to the gaard of *Fuglesteg* (2495 ft.) and by an excessively steep descent (whence probably the name of 'Fuglesteg', or 'bird-path') to Fortun (p. 146).

The road from Farnæs to Gjelle (7 Kil.) ascends the right (W.) bank of the *Utla*. In 1/4 hr. we see on the right the mouth of the *Aardøla;* then the gaard of *Moen* (poor quarters). About 5 Kil. from Farnæs the road crosses the Utla, and ends at *Gjelle*, 2 Kil. farther on. To the right is the fine *Gjellefos*.

From Gjelle a bad bridle-path (best on foot for the suitably shod) ascends the *Vettisgjel*, a ravine 4-5 Kil. long. The path first descends to the left, crosses the river, and reaches the gaard *Skaaren*, just beyond which it crosses another bridge ('Johannebro, 1880'). Farther on we thread our way through a chaos of stones above the wild Utla. After 30-40 min. we reach the **Afdalsfos*, 530 ft. high. Scenery very imposing. The ravine ends, 3/4-1 hr. farther on, at the *Høljabakfos*, a fall of the Utla. Steep ascent to the *Høljabakken*, from which we have a view of the 'Plads' below, Gaard Vetti above, and of three small waterfalls to the left. Then a steep climb of 1/2-3/4 hr. more to —

Gaard Vetti (1090 ft.; quarters at *Anfind Vetti's;* horses to be had for returning to Farnæs; Anfind and his son Thomas good guides).

A disagreeable path (guide unnecessary) leads hence, at first up and then down hill, to (1/2 hr.) the ***Vettisfos**, or *Vettismorkafos*, 850 ft. in height, a fall of the *Morkadøla*, which joins the Utla a little lower down. A height near the fall commands an admirable view of it, but a closer approach may be made by crossing a small bridge to the other bank. — Those who have 3-4 hrs. more to spare may ascend for 1 1/4 hr. the path leading to the Vettismorka-

Sæter, in order to enjoy the fine view from the platform laid out in 1894 above the fall.

*Circuit of the Horúnger (with guide; a horse must be obtained at Farnæs or Gjelle, and provisions brought from Aardal). 1st Day: From Gaard Vetti, by the *Vettismorka-Sæter* and the *Fleskedals-Sætre* (see below), to *Skogadalsbøen* (p. 144) in 7-8 hrs., or in ¾ hr. more to the highest *Guridals-Sæter* (p. 144). 2nd Day: Across the *Keiseren Pass* (p. 165) to the *Turtegrø-Sætre* (p. 147), and ascent of the *Dyrhaugstind* (p. 148). 3rd Day: Viâ *Fortun* to *Skjolden* (p. 146), 4½-5 hrs.

b. From Vetti to Tvindehougen and Eidsbugaren.

8-10 hrs. A grand expedition (guide 5½ kr.).

Gaard Vetti and the *Vettisfos*, see p. 142. From Vetti we ascend the *Vettisgalder* towards the N.E., and in ½ hr. reach a plateau commanding a view of the **Utladal** to the N., with the *Maradalsfos* on the left. In another ½ hr. we reach the top of the hill, where there are a few sickly pines and others overthrown by the wind. To the right rises the *Stølsnaastind*. Just beyond the first fence we descend to the left through scrub to the *Morkedøla* and cross it by a plank. About 100 paces farther on, quite to the left, above the abyss into which the river plunges, is a dead tree which affords handhold to those who care to look down into the huge ravine of the *Vettisfos* (p. 142). We return to the left bank of the Morkedøla, ascend its course, and (20 min.) cross it to the —

Vettismorka-Sæter (2190 ft.), 1½ hr. from Vetti. To the W., at the head of the Støls-Maradal, rises the Riingstind with the Riingsbræ; below is the Maradalsfos; to the right, the Maradalsnaasi. The view of the Horúnger increases in grandeur.

From the upper valley of the Morkedøla, on the S. side, rises the **Gjeldedalstind** (7100 ft.; first ascended by Hr. Carl Hall in 1884), and on the N. side the **Stølsnaastind** (6790 ft.; first ascended by Mr. Slingsby in 1875), both of which may be ascended with guide without serious difficulty. Grand views.

Our route now leads through pines and birches and (½ hr.) crosses the *Fleskedals-Elv*. It then ascends through wood to an open space where we enjoy a *View of the Skagastølstinder (p. 148) to the left. We then descend slightly and cross the river again to the (¼ hr.) four **Fleskedals-Sætre**, the middle one of which, owned by Anfind Vetti, affords clean quarters (if open: enquire at Vetti). Route to *Skogadalsbøen*, see below.

Striking retrospect of the Horúnger, and particularly of the Riingsbræ. To the N. we first observe Friken (p. 144), and afterwards the precipices of the 'Næs' between the Fleskedal and the *Uradal*. (The latter, one of the most sequestered valleys in Jotunheim, is little known; at the E. end of it rises the Uranaastind, p. 155; at the W. end it opens into the Utladal, ½ hr. S. of Skogadalsbøen, p. 144.)

We now ascend the Fleskedal and (¾-1 hr.) recross the river by a bridge. To the right rise the Stølsnaastinder with a large glacier. Farther on we ascend to (1½-1¾ hr.) the defile of **Smaaget**, where we have another striking *View of the Horúnger behind us. To

the right rises the Koldedalstind, to the left the Fleskedalstind. We then descend rapidly towards the *Upper Koldedalsvand* or *Uradalsmulen* and follow the whitewashed 'varder' to the S., along the *Koldedøla*, to the *Lower Koldedalsvand*. We cross the Uradals-Elv at the head of this lake, 2 hrs. from Smaaget, and skirt the E. bank of the lake and river to the upper end of *Lake Tyin*. Hence along the N. bank of Lake Tyin to *Tyinsholmen* (p. 154), 2 hrs. from the bridge, and to *Tvindehougen* or *Eidsbugaren* (p. 154).

c. From Vetti through the Utladal, Gravdal, and Leirdal to Røjshjem.

1st Day. From *Gaard Vetti* to *Skogadalsbøen* (6-7 hrs.). Those who sleep here may ascend the Skogadalsnaasi in the afternoon. — 2nd Day. From Skogadalsbøen to *Slethavn* (8-9 hrs.). — 3rd Day. To *Røjshjem* (6-7 hrs.).

From Vetti (p. 142) to the *Fleskedals-Sætre*, 2½ hrs., see p. 143. Our route ascends the green *Friken* (4630 ft.), following the 'Varder', descends after ¾ hr., and then skirts the slope high above the **Utladal**, affording a superb *View of the *Horûnger*, whose sharp peaks tower above a vast expanse of snow: to the left the Skagastølstinder rising above the Midtmaradal, then the Styggedalstind, the E. buttress of the group, descending into the Maradal, with the extensive Maradalsbræ (p. 165). To the S., in the prolongation of the Utladal, we see the Blejan and the Fresviksfjeld (p. 131); to the S.E., the Stølsnaastind; to the E., the sharp pyramid of the Uranaastind; to the N., the mountains of the Skogadal and Utladal.

In ¾ hr. more we see below us, to the left, on the other side of the valley, the *Vormelid Sæters*, the starting-point of the first climbers of the Store Skagastølstind (route from Gjærtvasbøen, see p. 148). In front of us are Skogadalsbøen and the Guridals-Sæters (p. 143). The path descends rapidly through fatiguing underwood ('Vir') to (¾ hr.) a small birch-wood. In 10 min. more the lonely *Uradal* opens on the right, with an immense mass of 'Ur', fallen from the S. slopes. At the E. end of the Uradal rises the Uranaastind (p. 155). We cross the *Uradøla* by a small bridge ('Klop'). The mountains are now concealed by numerous abrupt 'noses'. We then follow a cattle-track ('Koraak') through sparse birch-wood at the foot of the *Urabjerg*, cross a bridge, and (½ hr.) reach —

Skogadalsbøen (2915 ft.; **Club Hut*), consisting of two sæters, always inhabited in summer (from 24th June till the beginning of September). This is an excellent starting-point for excursions in the E. part of the *Horunger* (p. 147). Guide, *Peder M. Bjerk*.

From Skogadalsbøen we may scale the **Skogadalsnaasi** (6080 ft.; 3-4 hrs., there and back), without a guide, by ascending the valley to the (½ hr.) *Lusahouge* (p. 161) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view. — From Skogadalsbøen we may also ascend the *Uranaastind* (p. 140).

The ascent of the *Gjærtvastind* (p. 165) takes 8-10 hrs. from Skogadalsbøen, there and back. The ascent proper begins at *Gjærtvasbøen* (2950 ft.; p. 165), and up the *Gjærtvasnaasi*. In 1-1½ hr. we reach the first

plateau (4265 ft.), and in 3 hrs. more the *Gjærtvastop* (4685 ft.). About 500 ft. higher we reach the base of the peak, then ascend a slope of snow, and partly over rock, and lastly by a broad crest to the summit.

We continue our journey through the Utladal. Horses may be obtained at Skogadalsbøen to carry us to a point beyond Muran (1 kr.; no saddles). We pass a bridge, crossed by the path to the Keiser (p. 165), follow the E. bank of the Utla, pass the abandoned *Lusahoug-Sæter*, and (¾ hr.) reach the confluence of the *Store* and *Vetle Utla*. The latter descends on the left from the *Vetle* ('little') *Utladal*, and forms several falls over the rocky barrier of the *Tunghoug*. The Store Utla, along which the steep path ascends, has forced its passage through the rocks and dashes along its channel far below. On the left rises the *Hillerhøi* (5260 ft.). Fine view behind us of the Styggedalstinder with the huge Gjærtvasbræ. Grand scenery.

We next reach a higher region of the Store Utladal and (1½ hr. from Skogadalsbøen) the **Muran Sæter** (3325 ft.; tolerable quarters, if open), on the opposite (right) bank of the river (bridge). Grand view of the Styggedalstinder to the W., the Kirke to the N.E., and the Rauddalstind to the E. (The route through the Rauddal to the Gjendebod follows the left bank of the Utla, see p. 160.)

We now follow the N. bank of the Utla. On the S. side we observe the Skogadalsnaasi, the second Melkedalstind; then a large waterfall descending from the Rauddalsmund (p. 160), adjoining which on the N. rise the Rauddalstinder. Nearly opposite the Rauddal is the stone hut of *Stor Halleren*, used by reindeer-stalkers. In ascending we look back at intervals to see the impressive view of the Horúnger. The valley now takes the name of **Gravdalen.** We next have to wade (best near the Utla) through the *Sand-Elv*, descending on the left from the Sjortningsbræ, an offshoot of the Smørstabbræ, above which towers the curiously shaped Storebjørn (p. 151).

The path ascends and the flora becomes Alpine. We at length come to the stone refuge-hut on the **Leirvand** (4930 ft.), 5-6 hrs. from Skogadalsbøen, where the routes from the Gravdal, from the Leirdal, from the Visdal, and from the Høgvagel (p. 162) converge. To the E. towers the curiously shaped *Kirke* (7070 ft.; difficult to ascend); to the N.E. the *Tværbottenhorn* (about 6890 ft.).

The route through the **Visdal** goes round the N. side of the Leirvand and ascends through the *Kirkeglup*, between the Kirke on the right and the Tværbottenhorn on the left, to the *Kirketjærne*, a series of tarns. Passing these, it then descends to the E. into the *Upper Visdal*. On the right are the Uladalstinder, with a great glacier. The route, which cannot be mistaken, unites at Uladalsmynnet with that coming from Lake Gjende (p. 162).

Descending the **Leirdal**, we skirt the imposing *Ymesfjeld* (p. 149) on the right, but the curious-looking *Skarstind* (7885 ft.) is the only one of its peaks visible. To the left are the grand glacier-tongues of the Smørstabbræ and several of the Smørstabtinder. To the N. of the Storebræ rises the *Storebrætind* (7306 ft.). In 2 hrs. from the Leirvand we reach the sæter of —

Slethavn (owned by *Amund Elvesæter;* good quarters). To the W. tower the *Stetind* and the *Skagsnæb* (6560 ft.), both of which may be ascended with good guides (each 10-11 hrs., there and back).

To the left, farther on, appears *Loftet* (7315 ft.), with its glaciers. In 2 hrs. more we pass the prettily situated *Ytterdals-Sætre* (3085 ft.; quarters), near the lofty fall of the *Duma*. We cross the Leira by a bridge and descend by the route described at pp. 150, 151 to (4-5 hrs.) *Røjshjem* (p. 149).

d. From Skjolden on the Sognefjord to Fortun and Turtegrø.

Road from Skjolden to *Fortun* (6 Kil.; Tariff II). Good Bridle Path thence to the *Turtegrø Sæter* (3 hrs.). Guide and horse from Fortun to Røjshjem (p. 149) viâ Fortun (2 days) 20 kr.; guide alone 10 kr. (not necessary for Turtegrø).

Good Guides for the Horúnger region: *Thorgeir Sulheim* of Eide (the best), *K. Furaas* of Fortundal, *Halvar Halvarsen* of Skjolden, *Ole Jensen Berge* of Turtegrø, *Ole Øiene* of Fortun, and *Iver Øiene* of Turtegrø (the last two, younger men, well spoken of).

Skjolden (p. 137), a steamboat-station at the head of the *Lysterfjord*, an arm of the Sognefjord, lies near the mouths of the Mørkereidsdal on the N. and the Fortundal on the E. The steamboat-pier, where the roads to both valleys begin, lies below the gaard of **Eide** (**Thorgeir Sulheim's Inn*, 4 kr. per day), on an old moraine.

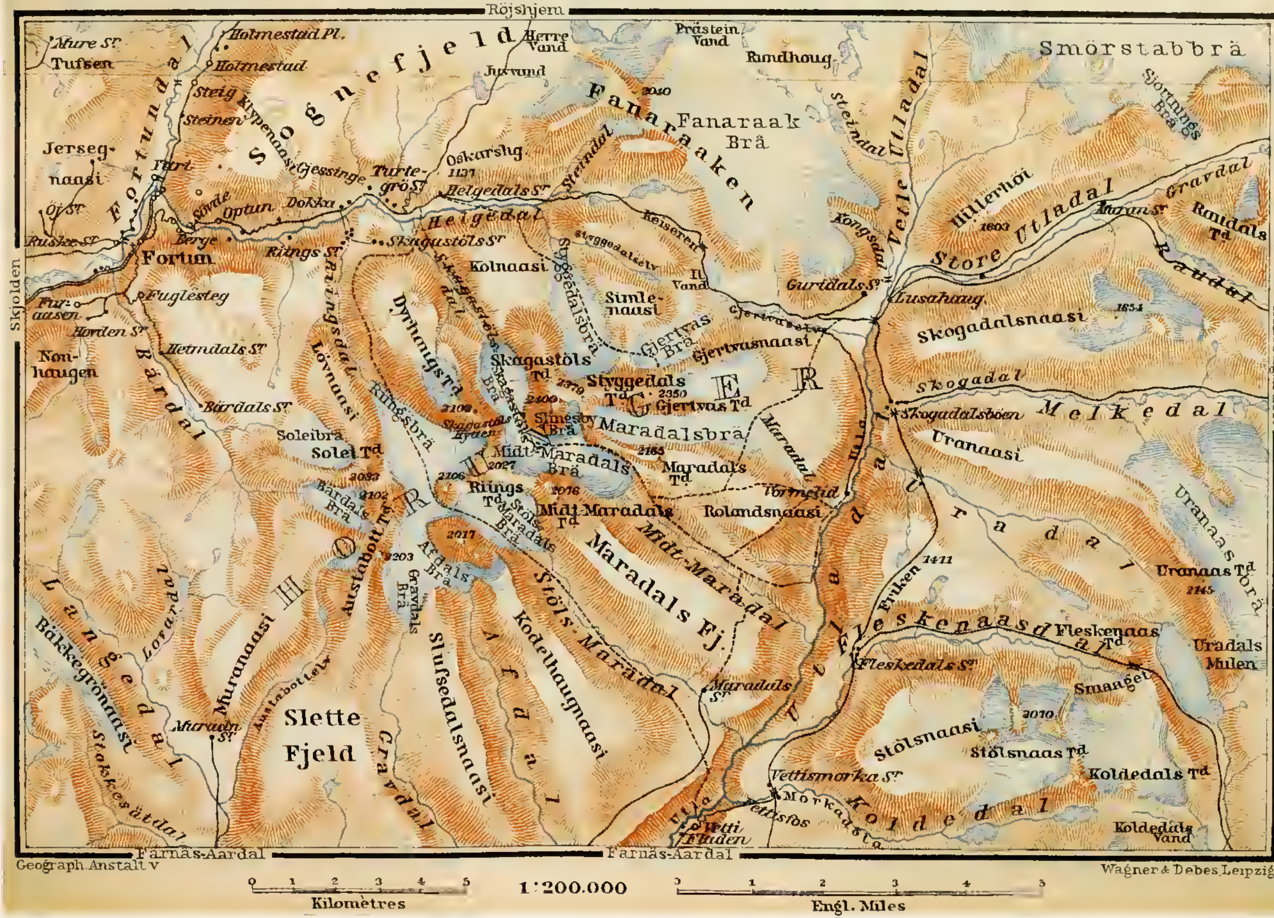
The road to Fortun, from which that to Mørkereid (p. 137) diverges at once to the left, crossing the bridge, follows the course of the *Fortundals-Elv* and skirts the moraine of Eide. It then leads along the S. bank of the milk-coloured *Eidsvand*, beyond which we see the *Fortundal*, with the huge precipice of the *Jersingnaasi* (3088 ft.; N.) and the waterfalls mentioned below. The route next ascends the left bank of the Fortundals-Elv. The fertile valley is enclosed by wooded slopes. To the N.E. rises the Fanaraak (p. 151), behind us lies the fjord. To the right the *Lingsfos* falls from a great height. The road skirts the overhanging rocks of the *Smalaberg*. On the right is the *Kvæfos*. Also on the right, high above us, is Gaard Fuglesteg (p. 142).

6 Kil. **Fortun i Lyster** (150 ft.), a group of gaards with a new church. The skyds-station, with **Øiene's Inn* (R. 60, B. 60, D. 80 ø.), lies $^1/_2$ M. above the church.

Walk up the **Fortundal**, with a fine view of the Jersingnaasi (see above) on the left, to the (10-12 min.) *Ovabergs-Elv*, which issues from the gorge of *Skagagjel* in a fine fall and flows down to the Fortundals-Elv in two arms. Crossing both bridges, and ascending a rough path to the right, we pass behind the cottages and climb to a rock projecting over the fall (caution necessary). — We may then go on, in 5 min. more, to a bridge over the Fortundals-Elv and (without crossing it) to a small rocky hill by the *Havshølfos* (where a ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, of the Liabræ to the N. (in the distance), and of the upper part of the Kvæfos to the S.

The Upper Fortundal is about 30 Kil. long. Flanked by *Tufsen* and the *Sognefjeld* on the left and right, and then by the *Svajdalsbræ* and *Stenegbræ* on the left and the *Liabræ* (6100 ft.) and the *Midtdalsløifti* on the right, it extends to the *Il-Vand* (4305 ft.), at the E. base of the huge

HORUNGER



Röjshjem
Skjolden
Eidsbugarden
Farnäs-Aardal
Farnäs-Aardal
Sognefjeld
Fortundal
Fanaraaken
Fanaraak Brä
Smörstabbrä
Vetle Utladal
Store Utladal
Helgedal
Fortun
Bärdal
Langedal
Lovardal
Muranaasi
Slette Fjeld
Gravdal
Stufsedalsnaasi
Ardal
Kodelhaugnaasi
Stöls-Maradal
Maradals Fj.
Midt-Maradal
Utladal
Uradal
Melkedal
Skogadal
Skogadalsnaasi
Koldedal
Fleskenaasdal
Stölsnaasi
Uranaasi
Uranaas Brä
HORUNGER
Skagastöls Td
Styggedals Td
Gjertvas Td
Maradalsbrä
Dyrhaugs Td
Austabott Td
Rings Td
Midt-Maradals Td
Kolnaasi
Simlenaasi
Gjertvasnaasi
Rolandsnaasi
Hillerhöi
Jersegnaasi
Nonhaugen
Tufsen
Holmestad Pl.
Holmestad
Herre Vand
Prästein Vand
Rundhoug
Juvvand
Oskarshg
Turtegrö St
Helgedals St
Skagastöls St
Rings St
Bärdals St
Soleibrä
Solei Td
Vettismorka St
Vetti
Fladen
Fleskedals St
Fleskenaas Td
Uradals Mulen
Smaaget
Stölsnaas Td
Koldedals Td
Koldedals Vand
Uranaas Td
Skogadalsböen
Guridals St
Lusahaug
Geograph. Anstalt v
Wagner & Debes, Leipzig
1:200.000
0 1 2 3 4 5
Kilomètres
0 1 2 3
Engl. Miles

Tundredalskirke (6590 ft.). The last sæter, that of *Nørstedal* (good accommodation), lies about 20 Kil. above Fortun. From this point we may make an excursion to the Il-Vand or walk across the fjeld to Bævertun (8-10 hrs.); or we may ascend to the *Fortundalsbræ* and cross it, past the W. side of the Tundredalskirke, in 8-9 hrs. to the Sota-Sæter (p. 58).

A good bridle-path, leading to the N.E. between the skydsstation and the church, ascends the steep *Fortungalder* in windings, with retrospects of the Fortundal. The worst of the ascent is over in 3/4 hr. The path ascends through the fertile *Bergsdal*, passing the gaard of *Berge* (1085 ft.). Good view of the falls of the *Ovabergs-Elv*, which flows through the valley. We cross the stream by a picturesque wooden bridge and ascend near the gaard of *Søvde*. In 25 min. we reach the secoud terrace of the valley. The path runs up and down, affording, at the gaard of *Optun*, a view of the foaming *Optunsfos*. Here begins another steep ascent of 1/2 hr., passing the *Eiksætre*. At the top the Ovabergs-Elv forms the *Dokkafos*, near the sæter of *Dokka*, while another fall is formed to the right, high up, by a tributary stream. In front rises the First Dyrhaugstind. To the right, 1/2 hr. beyond Dokka, is the *Simogalfos*, past which a path leads to the Riinggadn-Sæters (p. 148), crossing the Elv. The main route remains on the right bank, passes below the sæter of *Gjessingen*, crosses the stream descending from the Skagastølsbotn, which forms several fine falls *(Turtegrøfossene)*, and reaches (about 3 hrs. from Fortun) the two —

Turtegrø-Sætre (2790 ft.; **Inn*, bed 40, B. or S. 80, D. 1 kr. 30 ø.; horses usually, guides always obtainable), the best headquarters for mountaineering in the Horúnger region. The *Horunger* form the grandest group of mountains in Jotunheim, with precipitous slopes and needle-like peaks, from which glaciers descend in all directions (comp. the adjoining Map and the remarks on p. 130). About 1/2 M. beyond the inn the path forks, the left branch ascending rapidly to the Sognefjeld (Røjshjem, p. 151), the right leading to Helgedal and the Keiseren Pass (p. 165).

One of the finest points of view, and in any case the most easily accessible, is the ***Oscarshoug** (3730 ft.), a few paces to the right of the path to the Sognefjeld, about 1/2 hr. above Turtegrø. At the top is a varde, commemorating the visit of King Oscar II., when Crown Prince, in 1860. The view embraces the Fanaraak (p. 151); then the Helgedal, through which leads the route to the Keiseren Pass; farther to the right and more distant, the Styggedalstinder; nearer, the three huge Skagastølstinder; the Maradalstind, rising over the extensive Maradalshræ; to the right of the glacier, the Dyrhaugstinder; to the right of these and farther off, the Riingstinder (Soleitind and Austahottind not visible).

Still more extensive is the view from the ***Klypenaasi** (3757 ft.), to the N.W. of Gjessingen (see above), which may be ascended in 2-2 1/2 hrs. (guide 2 kr.). It commands the best general survey of the Horúnger, from the Austabottind and Soleitind on the W. to the Styggedalstinder on the E.

A visit to the grand and wild ****Skagastølsbotn** should on no account be omitted (there and back 5-6 hrs.; guide 2 kr.). The route passes near the two *Skagastøls-Sætre* (right), crosses the stream twice, and ascends through the valley hetween the Dyrhaugstinder on the W. and the *Kolnaasi* (5414 ft.) on the E. The floor of the Skagastølshotn is covered by

the *Skagastølsbræ* (4430 ft.), which projects its icy foot into a weird lake, where the formation and birth of icebergs may be studied most profitably. According to Mr. Slingsby, there is perhaps no wilder or more interesting mountain scene in Norway than this 'botn' (or cirque) which is headed by the superb Skagastølstinder.

To the W. of the Dyrhaugstinder opens the *Riingsbotn, a huge basin also containing a large glacier, surrounded by the Riingstind, the Dyrhaugstind, and (W.) the *Løvnaasi* or *Nonhougen*, prolonged towards the S. by the Soleitinder and the Austabottinder. The excursion from Turtegrø (there and back) occupies 6 hrs. (guide 2 kr.). At the mouth of the valley lie the *Riinggadn-Sætre.*

Besides the Riingsbotn and the Skagastølsbotn, we may also visit the **Styggedalsbotn,** the easternmost in the Horúnger group, with the magnificent *Styggedalsbræ*, bounded on the W. by the Kolnaasi, on the E. by the Simlenaasi, and on the S. by the Styggedalstinder. The way passes the *Helgedals-Sæter* (p. 165).

One of the finest easier ascents from Turtegrø is that of the N. *Dyrhaugstind (about 6560 ft.), the nearest of several peaks of the Dyrhaugsfjeld (with guide, in about 4 hrs.). We ascend rapidly past the Skagastøle to the top of the Dyrhaug, and follow its crest, partly over 'Ur', to the summit. The *View embraces towards the E. the Skagastølstinder and to the right of them the wild Maradalstinder; to the W. the Soleitinder, Austabottinder, and Riingstinder; due S. the other Dyrhaugstinder. Lower down, on the left, lies the Skagastølsbræ, on the right the Riingsbræ. Between the Skagastølstinder and the Dyrhaugstinder we see the snow-mountains on Lakes Bygdin and Tyin; to the N. the Fanaraak and the Smørstabtinder; to the W. the vast Jostedalsbræ as far as the Lodalskaupe (p. 139).

Comparatively easy ascents are also those of the *Northern Skagastølstind* (about 7000 ft.; Keilhau and Boeck, 1820); the *Soleitind* (abont 6820 ft.), the N.W. peak of the Horúnger; and the *Fanaraak* (p. 151).

Suitable for experts only, with able guides, are the *Store Riingstind* (6910 ft.; first ascended by Hr. C. Hall in 1890; the lower Riingstinder being 6650 ft. and 6620 ft.); the *Mellemste Skagastølstind* (7565 ft.; Hall, 1884); the *Store Styggedalstind* (7800 ft.; Hall, 1883); the *Store Austabottind* (7225 ft.; Hall, 1883): all requiring 12-16 hrs.

Difficult Ascents: the **Store Skagastølstind** (7875 ft.), once thought impossible, like the Matterhorn, but conquered by Mr. Wm. C. Slingsby in 1876 (comp. p. 144); the *Vesle Skagastølstind* (7710 ft.; Hall, 1885); the *Centraltind* (7755 ft.; Hall, 1885); and the *N. Maradalstinder* (about 7200 ft.; Hall, 1887). These ascents are facilitated by the *Skagastølshytte*, on the 'skar' or col above the Skagastølsbotn (about 4 hrs. from Turtegrø).

An interesting Glacier Walk of 12-14 hrs., which the hut just mentioned also shortens, is the passage of the *Skagastølstindskar* or *Midtmaradalskar* (5758 ft.), between the Skagastølstind and the Dyrhaugstinder, over the Midtmaradalsbræ to the *Midtmaradal* and the *Utladal* (p. 143), and down the latter to *Vetti* (p. 142).

e. From Andvord to Røjshjem. The Galdhøpig.

Andvord, see p. 57. The road to Røjshjem (14 Kil.; Skyds Tariff II) ascends on the left bank of the *Bævra*, often close to the stream. At one point, the *Staberg*, where there is a mill, the ravine is very narrow, and huge blocks of rock have fallen into it from above. In the background rise the *Galdhøer* (7300 ft.), which conceal the Galdhøpig, and the *Juvbræ*, with their imposing masses of ice and snow. To the left, on the opposite bank, are the gaards of Glimsdal and the falls of the Glaama (p. 149). We pass the gaard *Sulheim*, on the right, with a waterfall in the gorge, and then the gaard *Gaupar*. The road crosses the Bævra.

Røjshjem or *Rødsheim* (1800 ft.; *Inn* kept by *Ole Halvorssøn Røjshjem*, the oldest guide to the Jotunheim, who speaks English and knows the country thoroughly, but does not now act as guide; house often full; telephone) lies at the junction of the Bæverdal and the Visdal (see above), and is the best starting-point for the ascent of the Galdhøpig and other fine excursions. It is a favourite resort of the Norwegians for a stay of some duration. By the upper bridge over the Bævra, about 175 yds. above the hotel, are several 'giant-cauldrons', the largest being about 10 ft. in diameter.

The following is a pleasant walk of 1-2 hours. We follow the Andvord road for 12 min., and cross the bridge to a rocky hill, made an island by the two branches of the Bævra and commanding a fine view of Røjshjem and the Galdhøer. A small foot-bridge crosses thence to the right bank, on which a pleasant meadow-path leads to the left through a plantation of alders to *Glimsdal*, a group of farms, where the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to the gaard *Engum*, at the top of the fall.

The Ascent of the Gáldhøpig (8-9 hrs.; there and back, 14-16 hrs.) has frequently been accomplished by Norwegian ladies. The night should be spent at the Raubergsstul or, better, in the Gjuvvashytte. Guides, *Knud Olsen Vole* and his son (5 kr.; horse 4-6 kr.). A rope for crossing the glacier must be taken. Knud Vole provides snow-shoes ('skier') for those who care to use them.

We follow the Bæverdal road (p. 150) for ½ hr., and at the *Mongjel Ødegaard* ascend to the left to (1½ hr.) the *Raubergs-Stul*, which may also be reached by a direct footpath in 1½ hr. We next ascend to the S.W. to (1 hr.) the barren and stony *Galdeshøi* (5240 ft.), which the bridle-path, however, avoids. In 1½ hr. more we reach the *Tverbræ* and the *Gjuvvand* (about 6230 ft.), a small glacier-lake, with the **Gjuvvashytte** (twenty beds, good and not dear, but often full). Above in the form of a bay rise the cliffs of *Kjedelen* (7300 ft.). We now obtain our first view of the summit of Galdhøpiggen and the *Sveilnaasi*, its dark rocky spur, with the *Keilhaustop* and *Sveilnaaspig*, looking almost black as they rise above the vast expanse of snow and above the *Styggebræ* or *Vetljuvbræ*. Crossing snow and a stony tract, we reach the *Varde* (6365 ft.) on the Styggehræ in 1-1½ hr., and take ¾-1 hr. more to cross the glacier. (Beware of the crevasses.) We next ascend a ridge of rock covered with loose stones. Lastly we mount a toilsome snowy arête to the (½ hr.) summit, where stands a shelter-hut, stocked with coffee, port, and champagne.

The ****Galdhøpig** (8400 ft.; accent on first syllable), the loftiest mountain in Norway, is the highest peak of the *Ymesfjeld*, a peculiar mountain-plateau with precipitous sides, enclosed by the valleys of the Leira, Visa, and Bævra, and connected with the other mountains of Jotunheim by the Høgvagel (p. 162) only. Besides

the Galdhøpig there are few peaks rising above its vast sea of snow and ice.

The VIEW embraces the almost equally lofty Glittertind (p. 163) and the Róndane to the E.; the whole of Jotunheim to the S.; the Smørstabtinder, the Horúnger, the Sognefjord, the Jostedalsbræ, and the Nordfjord mountain-chain to the W.; lastly the Snehætta group to the N. No inhabited valleys are visible. — Descent to *Spiterstulen*, see p. 163; to the *Elve-Sæter*, see below.

The **Lomsegg** (6885 ft.), to the N. of Røjshjem, may be ascended viâ the gaard *Sulheim* (p. 148) on horseback in 5-6 hrs. Imposing view of the Glittertind and Galdhøpig, and of the Smørstabbræpigge and the Fanaraak to the S.W. The view of the valley is very picturesque.

The view from the **Hestbræpigge** (6095 ft.) reveals the Jotunheim range in longer array than that from the Lomsegg. Riding practicable part of the way. The latter part of the ascent over snow and ice is nearly level.

From Røjshjem through the Visdal or the Leirdal to *Lake Gjende*, see pp. 163-161.

f. From Røjshjem over the Sognefjeld to Turtegrø.

1st Day. To the *Bævertun-Sæter*, a walk of 7 hrs.; driving practicable to (8 Kil.) the *Elve-Sæter*, a third of the way. — 2nd Day. With guide, to *Turtegrø*, 9-10 hrs. Stout shoes are required for the upper Bæverdal (p. 151). The guide must be brought from Røjshjem. Horse and guide from **Røjshjem** to Fortun (p. 146) viâ Turtegrø, 20 kr.

Røjshjem, see p. 147. A carriage-road ascends through the *Bæverdal* (or *Bøverdal*), on the right bank of the stream, to (4½ Kil.) *Bæverdals Kirke*. On the W. side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road, partly hewn in the rock, ascends steeply through the grand gorge of *Galderne*, with its overhanging cliffs. Farther on the ravine expands to a pleasant basin, with the gaards of *Horten*, where grain and potatoes are cultivated. To the left, above us, are the ends of the glaciers on the N. side of the Galdhøpig. About 2 Kil. from the Bæverdal church the road crosses the *Leira*, which falls into the Bævra a little lower down, and then follows the valley of the latter, passing the sæters of *Rusten* and *Flekken*.

Just before reaching the bridge, the route to Turtegrø (narrow cart-track) turns to the left into the **Leirdal**. After following the right bank of the Leira for 2 Kil. more, it reaches the bridge below the large farm of **Elve-Sæter** (good accommodation), situated on the opposite side of the river and surrounded by tilled fields and pastures. This has recently become a favourite starting-point for the ascent of the *Galdhøpig* (viâ the *Mytings-Sæter* to the Gjuvvashytte, with guide, 3½-4 hrs.).

Beyond the Elve-Sæter a poor bridle-path ascends the valley, above the left bank of the Leira. To the left are the slopes of the *Store Gjuvbræ* and the *Store Grovbræ*. A rickety bridge, leading to the *Leirdals-Sæter*, is passed on our left. To the right, fully an hour from the Elve-Sæter, are the two *Lisætre*. On the left descends the *Ilfos;* facing us is *Loftet* (p. 146), with its extensive glaciers; nearer, on the left, on the other side of the Leira, is the high fall of the *Dumu*, below which lie the Ytterdals-Sætre.

About 2 hrs. from the Elve-Sæter we leave the Leirdal (through which a path leads past the Ytterdals-Sætre to the Leirvand; see p. 145) and ascend to the right to the *Bæverkjærn-Hals* (about 3600 ft.; 'Hals', a pass). We here obtain a fine *View of the flat upper basin of the Leirdal, set in snow-mountains and glaciers. At the *Bakkeberg-Sæter*, about 3 hrs. from the Elve-Sæter, we come in sight of the *Høidalsvand*, from which the Bævra issues in a waterfall, and of the *Blaahøi*, generally covered with snow.

We now descend, passing the *Bæverkjærn*, with its numerous promontories and sæters (right), into the **Upper Bæverdal**, which we follow to its head. The path skirts the S.E. bank of the lake, and after 1½ hr., near the *Rusten-Sæter*, crosses a bridge over the noisy Bævra. We then follow the N. slope of the valley for fully 1 hr., above the *Bævertunvand* (3045 ft.), to the W. of which rises the *Dumhø*. At the W. end of the lake we at length reach (4½ hrs. from Elve-Sæter) the —

Bævertun-Sæter (3050 ft.), two houses with good quarters for 10-12 persons (50 ø.) and tolerable food (B. 50 ø.).

About 20 min. after leaving Bævertun the route to the Sognefjeld crosses the *Dommabro* or *Dombrui*, where the *Domma*, shortly before its junction with the Bævra, flows underground. We then ascend for about 2 hrs. through the monotonous valley of the Bævra, through bog and brook, over rock and rubble, to the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to the left to a higher region of the valley, pass (½ hr.) the ruined stone hut of *Krosboden*, and see to the left the **Smørstabbræ*, one of the grandest glaciers in Norway, overtopped by the *Smørstabtinder*. Of these peaks either the *Saksa* or the serrated *Skeja* may be ascended from the Bævertun-Sæter with a good guide in 12-14 hrs. (there and back); the highest peak, the *Storebjørn* ('Big Bear'; 7510 ft.; ascended for the first time by Hr. Carl Hall in 1885), to the S., is more difficult and takes longer. The Bævra issues from the Smørstabbræ.

In ¾ hr. from Krosboden we come to the first of the stone varder with which the whole route across the **Sognefjeld** (or *Delefjeld*) is marked. The wooden figure attached to the varde formerly bore the inscription: —

'Vær rask som en Løve, og skynd dig som en Hind!
See Veiret det griner i Fanaraak Tind!'
'Be quick as a lion, haste thee like a hind; see how the storms lower over the Fanaraak Peak!'

When overtaken by fog on the fjeld, without a competent guide, the traveller should never leave one varde until another comes in sight.

In ½ hr. more we reach the highest point of the *Fjeld* (ca. 4900 ft.), whence we enjoy a superb *View of the Smørstabbræ and the Smørstabtinder. We here cross the boundary of Bergens-Stift.

To the left lies the *Rauskjældvand*, the first of the large lakes, with which the plateau is strewn. About 1/4 hr. from the summit of the fjeld is a curious varde called the '*Kammerherre*', a high mass of rock with a pointed stone on the top. Farther on, to the left, is the extensive *Præstesteinvand*, with its numerous bays, which we skirt for about 2 hrs. In the distance, to the E., beside the Smørstabtinder, rises the Kirke (p. 145), to the S.E. the Uranaastind (p. 155). The glaciers descending from the *Fanaraak* (6690 ft.) almost join the Præstesteinvand on the S. Later the route descends to the *Herrevand*, crossing its discharge by the wooden *Hervasbrui* ('Brui', bridge; 4305 ft.). The Smørstabtinder now disappear from the retrospect. — The route rounds the W. buttress of the Fanaraak and descends to the *Gjuvvand* (4115 ft.). To the right, in the distance, lies the broad back of the Jostedalsbræ. In front rises the whole range of the *Horúnger*, including the Riingstinder, the Dyrhaugstinder, and the Skagastølstinder. The best point of view is the **Oscarshoug* (p. 147), a slight eminence to the left of the path, 1 3/4-2 hrs. from the Hervasbrui.

We now descend by a good path to (1/2 hr.) *Turtegrø* (p. 147), reached after a walk of about 10 hrs. from Bævertun.

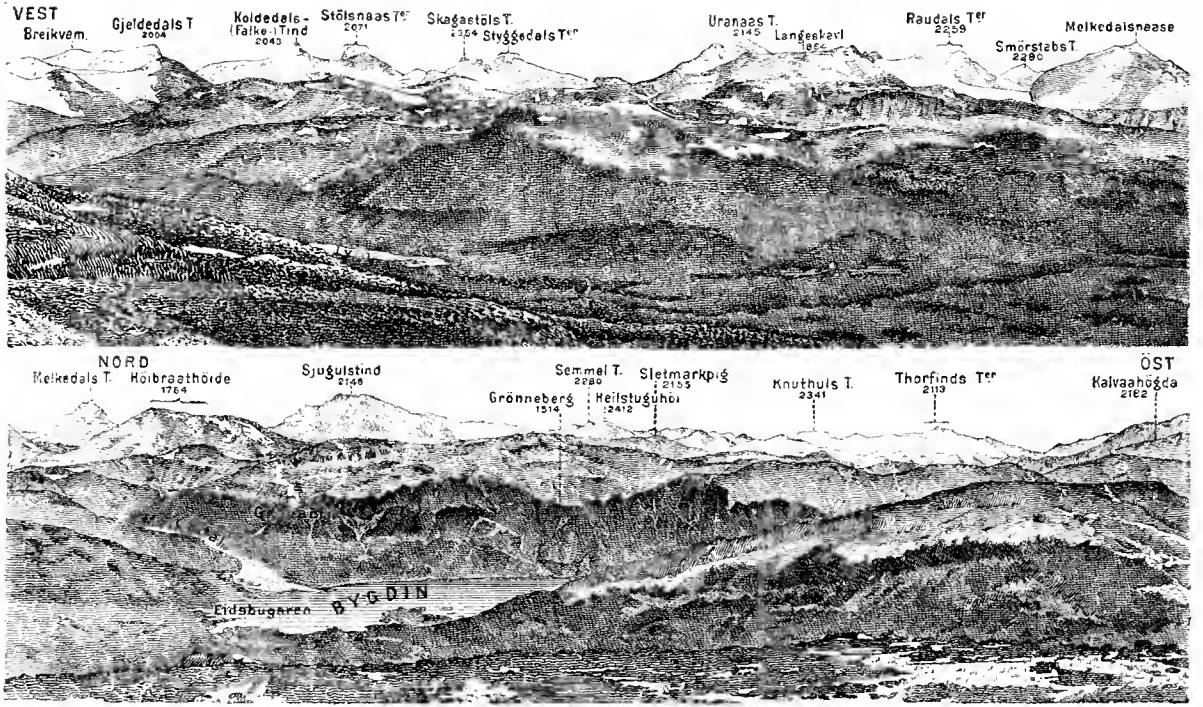
g. From Skogstad or Nystuen to Lake Tyin and Eidsbugaren.

The distance from Skogstad to *Vasenden*, on Lake Tyin, is 11 Kil. (pay for 17); from Nystuen it is 10 Kil. (pay for 16). The excursion thence viâ *Tvindehougen* to the top of the *Skinegg*, and back viâ *Eidsbugaren* and *Tyinsholmen*, takes 9-10 hrs. The boat should be ordered to meet us at Tyinsholmen, so as to avoid the rough walk along the bank to Tvindehougen. Those who are making the tour sketched at p. 141 pass the night at Eidsbugaren. Others may go on from Vasenden the same evening.

The road to Lake Tyin, diverging from the Valders road between *Skogstad* and *Nystuen* (p. 53), crosses the foaming *Bjørdøla*, descending from the left near the *Opdals-Sæter* (2940 ft.), and ascends steadily along the slope of the *Stølsnæsi* (to the right the *Raubergskamp*, p. 53) to —

Vasenden (**Hôtel Framnæs*, R. 1 kr. 25, B. 50, S. 50 ø.; *Jotunstøl Hotel*, unpretending), situated close to the S. end of Lake Tyin, 6 Kil. from the parting of the ways. Fine distant view, over the lake, of the steep Uranaastind and other peaks.

Lake Tyin (3535 ft.) is 14 Kil. long, 1-2 1/2 Kil. broad, and at places over 300 ft. deep. Its banks, like those of the other Jotunheim lakes, are uninhabited, except by a few 'Fækarle' (p. 141) in summer. The masses of snow in the hollows, often reaching down to the water's edge, enhance the appearance of desolate loneliness. — The row across the lake from Vasenden to Tvindehougen (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.) takes at least 2 hrs., but a steam-launch may begin to run in 1896. The Melkedalstinder become prominent to the right of the Uranaastind as we proceed.


VEST
Breikvem.
Gjeldedals T
2004
Koldedals-
(Falke-)Tind
2040
Stölsnaas T.
2071
Skagaetöls T.
2264
Styggedals T.
Uranaas T.
2145
Langeskavl
1854
Raudals T.
2259
Melkedalsnaase
Smörstabs T.
2290
NORD
Melkedals T.
Höibraathörde
1764
Sjugulstind
2168
Semmel T.
2280
Grönneberg
1514
Heilstugubot
2412
Sletmarkpig
2153
Knuthuls T.
2341
Thorfinds T.
2119
ÖST
Kalvaahögda
2162
Eidsbugaren
BYGDIN

To the left we see the large W. bay, whence the Aardøla issues; farther on are the Koldedal and Koldedalstind (see below).

Tvindehougen, a club-hut of the Turist-Forening, where travellers bound for the Skinegg disembark, is one of the chief stations of the Jotunheim guides (*Anders K. Jørstad* recommended). — About 3 Kil. farther on, at the N.E. end of the lake, lie the chalets of *Tyinsholmen*, with the new *Trudvang Hotel* (Gudbrand Anderson), whence a broad road leads over the 'Eid' (isthmus) to (4 Kil.) Eidsbugaren (see below). The path along the bank of the lake from Tvindehougen to Tyinsholmen is marshy and crosses several brooks.

The ***Skinegg** (4800 ft.) is ascended from Tvindehougen in 1½ hr. (also in the same time from Eidsbugaren). The way can scarcely be missed, though there is no path. From the hut we go at first towards the N., in a line almost parallel with the bank of the lake. Beyond the first brook we turn towards the hill, and then ascend on the left bank of the second brook. A 'stone man' on the ridge, near the brook, which we cross at this point (40 min.), serves as a guide. Similar piles of stones farther on also indicate the way, which crosses some patches of snow and passes to the right of a small lake. The best point of view is the N. peak, to the left; the S. peaks, though higher (5145 ft. and 5265 ft.), lie too far back.

View (see p. 153). To the S. we survey part of Lake Tyin (not Tvindehougen) and the whole of the Fillefjeld, with the Stugunøse near Nystuen and the majestic Suletind (5810 ft.). Of more absorbing interest are the mountains to the W. and N., where the Breikvamseggen, the Gjeldedalstinder (7090 ft.) and Koldedalstinder (see above; Falketind, Stølsnaastind), with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Styggedalstind to the right; p. 148), rise in succession. Next to these are the Fleskedalstinder, the Langeskavl, the Uranaastind (p. 155), with a huge glacier on its S. side, the Melkedalstinder, the Sjugultind, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more prominent are the Sletmarkhø, Galdebergstind, and Thorfinstinder on Lake Bygdin. Of that lake itself the W. end only is visible.

Eidsbugaren is plainly seen during the whole descent, which takes about 1 hr. Towards the foot we have to cross several arms of a copious stream descending from the lakes on the 'Eid' between Lake Tyin and Lake Bygdin. [In ascending from Eidsbugaren we steer direct towards the N. peak, avoiding the soft snow-patches as much as possible.]

The 'hotel' of **Eidsbugaren** (kept by Ole Røjshjem, p. 149), at the W. end of Lake Bygdin (p. 156), contains a number of beds, but is now hardly adequate to the increasing stream of tourists. The fare and accommodation are very fair (R. 1 kr., D. 1 kr. 30 ø.). It is the starting-point for several magnificent excursions, which, however, can be equally well made from Tvindehougen or Tyinsholmen.

The **Koldedalstind** or *Falketind* (6700 ft.), to the N.W. of Lake Tyin, ascended in 1820 by *Prof. Keilhau* and *Chr. Boeck*, and the first of the Jotunheim mountains ever climbed, is ascended in 8-10 hrs. (guide 4 kr.).

We ascend the valley of the *Koldedøla* (p. 144) to the foot of the Falketind, and climb to the top, most of the way over glaciers. — The dangerous descent to the Koldedal should be avoided; better return by the same route.

*Excursion to the *Store Melkedalsvand*, see p. 164. — Through the *Koldedal* to the *Fleskedals-Sætre* and *Vetti*, see pp. 144, 143. From Tvindehougen we row obliquely across the lake (1, 2, or 3 pers., with 1 rower, 80 ø., 1 kr., or 1 kr. 20 ø.).

The Ascent of Langeskavlen, there and back, takes half-a-day (guide necessary, 2 kr.). We ascend the course of the *Melkedøla* (p. 164), and at the top of the hill, instead of turning to the right into the Melkedal, enter a side-valley to the left, where we keep as far as possible to the right. The bare summit of **Langeskavlen** (6115 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The Ascent of the Uranaastind from Eidsbugaren takes 6-7 hrs., or a whole day there and back (guide necessary, 4 kr.). We follow the route to the Langeskavl, which after a time we leave to the W. in order to ascend the extensive *Uranaasbræ*. We cross that glacier to the *Bræskar*, whence we look down into the Skogadal to the W. (p. 165). Lastly an ascent on the N. side of about 800 ft. more to the summit of the ***Uranaastind** (7045 ft.), the highest E. point of the *Uranaase*, which is always free from snow. The extensive view vies with that from the Galdhøpig (p. 150). Towards the W. the Uranaastind descends precipitously into the Uradal (p. 144). To the E. it sends forth two glaciers, the Uranaasbræ, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 164), while the N. arm, divided by the *Melkedalspigge* and furrowed with crevasses, descends partly into the Melkedal, and partly into the Skogadal (p. 165).

h. From Fagernæs to Raufjordsheim, and up Lake Bygdin to Eidsbugaren.

Two days. 1st Day. Drive to (45 Kil.) *Beito*, the last skyds-station (fast); walk to *Raufjordsheim* in 3½ hrs. — 2nd Day. Ascend the *Bitihorn* early, 3-4 hrs. there and back; row up *Lake Bygdin* to *Eidsbugaren* in 6-8 hrs. This approach to the Jotunheim is apt to be tedious owing to the long and sometimes windy passage of Lake Bygdin, but the placing of a steam-launch on that lake would overcome this objection.

Fagernæs, see p. 51. — The road, which diverges to the right from the Valders route at the Fagerlund Hotel, ascends the valley of the *Østre-Slidre-Elv*, running a little way from the left bank of the stream. Nearly level at first, it rapidly ascends through wood. To the left, below, lies the *Sælbo-Fjord*, with several gaards high above it, and snow-mountains in the distance. We pass, on the right, the loftily situated church of *Skrutvold* or *Skrantvaal*. Below us, farther on, is the *Voldbo-Fjord*, at the N. end of which is the church of *Voldbo*.

17 Kil. **Rogne** (**Inn*, often full in summer) lies a little beyond the church of that name. To the E. rise the *Méllene* mountains, the W. slope of which is the *Øiangenshøi*, a splendid point of view (ascent 3-3½ hrs.; guide 1 kr. 60 ø.).

From Rogne across the *Slidreaas* to *Fosheim* (22 Kil.), by a good road, see p. 51.

The road crosses the *Vinde-Elv*. It next skirts the *Hæggefjord*, at the S. end of which lies the **Hægenæs Hotel*, and then ascends steeply to *Hægge*, with its old 'Stavekirke' (p. 27), existing at

least as early as 1327, but largely rebuilt. About 11 Kil. from Rogne we pass the gaard of *Northorp*. To the left, farther on, are the *Dalsfjord* and the *Mørstafjord*, connected by a river with each other and with the *Hedalsfjord*.

17 Kil. *Skammestein*. Farther on, to the left, are the Hedalsfjord and *Lake Øiangen*. Fine view of the lake, with the *Slettefjeld*, *Mugnatind*, and *Bitihorn* (see below).

11 Kil. **Beito** (2378 ft.; **Inn*, plain), the last skyds-station. On Sundays the national 'Springdans', accompanied by the 'Norske Harp', may sometimes be witnessed here.

The path to Raufjordsheim (3½ hrs.; guide 2½ kr.; comp. Map, p. 140) leads to the N.W., at first nearly level, and afterwards ascends steeply. At (1 hr.) the top of the hill is a marshy plateau enclosed by mountains, to the W. the Mugnatind, and to the N. the *Bitihorn* (see below), which rises precipitously on the E. side. In 1 hr. more we reach the *Smørhuls-Sæter*. [By making a digression of 2-3 hrs., with a guide, we may now ascend the Bitihorn direct, viâ the Bitihorn-Sæter (3460 ft.), but the ascent is easier from the Raufjord.] The path ascends steeply for 25 min. more. Extensive view towards the S.; close to us, on the left, rises the Bitihorn. We now descend towards the N., skirting the base of precipitous rocks (echo), walk across marshy ground and round the Bitihorn, and reach (1 hr.) the refuge-hut on the Raufjord called —

Raufjordsheim (*Knut Løkken's Inn*, small, with tinned meats, trout, coffee, wine, etc.; guide to Hestvolden 1½, Nyboden 2, Gjendesheim 4, Besse-Sætre 4½, Eidsbugaren 6 kr.). The water of the *Raufjord*, an arm of Lake Bygdin, is strongly impregnated with iron, tinging red the stones on its bank (whence the name: 'raud', 'rød', meaning 'red').

The ascent of the *Bitihorn (5250 ft.) from Raufjordsheim takes 3-4 hrs., there and back (guide not indispensable). We ascend the W. slope the whole way, keeping well to the left of several swamps at the beginning. The 'Horn' soon becomes visible, serving as a guide. For an hour the route traverses 'Rab', or ground covered with underwood (juniper, dwarf-birches, Arctic willows), and the soft soil peculiar to the Norwegian mountains, and for another hour it ascends steep rocks. Magnificent view of the imposing Alpine landscape to the W., and of the vast plateau to the E., relieved by several peaks and large lakes.

From Raufjordsheim to Eidsbugaren by boat in 8 hrs. (for 1, 2, 3 persons with two rowers 8 kr. 40 ø., 10 kr., 12 kr.; to Nyboden only, 4 kr., 4 kr. 40, 5 kr. 20 ø.). There is a prospect of a steam-launch being placed here in 1895. From the Raufjord a narrow strait leads to ***Lake Bygdin** (3484 ft.), the largest of the three lakes of Jotunheim, about 25 Kil. in length from E. to W., 1½-2½ Kil. in breadth, and at places 700 ft. deep. On the N. it is bounded by lofty mountains, on whose steep slopes large herds of cattle are pastured. The S. bank is lower and less picturesque. Storms sometimes make the navigation of the lake impossible. To walk along the N. bank to Eidsbugaren (10-12 hrs.) is wearisome,

though free from danger since the Tourist Club improved the path and bridged the streams.

The boat skirts the N. bank. On the right we first observe the *Sund-Sæter* and the mouth of the *Breilaupa*. (Path to Gjendesheim, see p. 161.) About 4 Kil. farther on is the 'Fælæger' of *Hestvolden*, whence we may ascend the **Kalvaahøgda* (7160 ft.), a still finer point than the Bitihorn, affording a magnificent view of Jotunheim.

We next pass the deep *Thorfinsdal* (see below), with remains of old moraines at its entrance. At the base of the *Thorfinstind* we then reach the *Langedals-Sæter*, and close to it **Nyboden,** a shooting-lodge, of which the 'Fækarl' has the key

From Nyboden we may ascend the huge **Thorfinstind** (6932 ft.; 7 hrs., there and back), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders; splendid view of the other Thorfinstinder to the N., the Svartdalspigge, and the Knutshulstinder (p. 159). This ascent should be made early in order to avoid falling stones.

FROM NYBODEN TO LAKE GJENDE (p. 159), two routes. One, very grand, but toilsome, leads to the N.W. through the **Langedal**, passing the *Langedalstjærn* (4900 ft.), and crossing the *Langedalsbræ* (6233 ft.) between the *Sletmarkpig* (7070 ft.) on the left and the *Svartdalspig* (7030 ft.) on the right, into the *Vesle-Aadal*. Guide (2 kr.) rarely to be found at Nyboden. The other route, preferable and comparatively easy (4-5 hrs.; guide, not indispensable, 2 kr.), leads through the **Thorfinsdal** and the **Svartdal**. It ascends steeply at first on the W. side of the Thorfinsdals-Elv, commanding the whole valley, which is separated from the Svartdal to the N. by a 'Band', or table-land with a series of lakes (p. 140). The path then follows the E. side of the valley. To the left, farther on, we obtain a superb view of the *Thorfinshul*, a basin formed by the Thorfinstinder; before us rise the three *Knutshulstinder*, enclosing the *Knutshul*, but the highest (7680 ft.) of them is not visible. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn; 4786 ft.), to the left, whence we see the mountains to the N. of Lake Gjende, particularly the pointed Semmeltind. Beyond a second, and smaller lake (4750 ft.) and a glacier descending from the left, we enter the *Svartdal*, and follow the right (E.) bank of the *Svartdøla;* to the left tower the huge *Svartdalspigge*. We then cross to the left bank, and soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the Svartdøla has worn a deep gorge, the *Svartdalsglup*. We may either follow the latter from varde to varde, or, better, ascend a ridge covered with loose stones to the left to the **Svartdalsaaxle** (5855 ft.), which commands a superb survey of the whole N. side of Jotunheim. Far below lies Lake Gjende. (From the Svartdalsaaxle we may ascend the Svartdalspig without difficulty.) We now descend to the W., below the Langedalsbræ, at first rapidly over loose stones (caution necessary), and then over soft grass; then by the course of the glacier-stream into the Vesle-Aadal, whence we soon reach the *Gjendebod* (p. 157). Or, on reaching Lake Gjende, the traveller may shout for a boat to ferry him across (10 min.).

Voyaging on Lake Bygdin, we next pass the *Langedals-Elv*, and then the *Galdeberg*, from which falls the *Galdebergsfos*. On the S. side of the lake rises *Dryllenøsen* (4934 ft.). Rounding the sheer rocks of the Galdeberg, we observe to the right above us the *Galdebergstind*, and facing us the *Langeskavl* (or *Rustegg*) with the Uranaastind (p. 155), an imposing scene. On the right next opens the valley of the *Høistakka*, which forms a waterfall. To the S.W. rise the Koldedalstinder (p. 154), and lastly, to the S.,

the Skinegg (p. 154). Looking back, we observe the three peaks of the Sletmarkpig (p. 157). The lake owes its milky colour here to the *Melkedøla*, a genuine glacier-brook. After a row of 6-8 hrs. in all, we reach *Eidsbugaren* (p. 154).

i. From Eidsbugaren to Gjendeboden on Lake Gjende.

From Eidsbugaren to *Gjendeboden*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40 ø., horse 4 kr. (A still finer route is that already described, from *Nyboden* through the *Thorfinsdal*, p. 157.) After arriving at Gjendeboden we may ascend the Memurutunge the same day and return by boat from Memuruboden.

Eidsbugaren, see p. 154. We follow the N. bank of Lake Bygdin, cross (1/4 hr.) the rapid Melkedøla (see above) by a narrow wooden bridge, and skirt the lake to (1 hr.) the mouth of the *Høistakka* or (1/4 hr. farther) the mouth of the *Tolorma*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). Grand view, looking back, of the snow-mountains to the W. (comp. pp. 154, 155).

Paths ascend the left bank of the Høistakka and the right bank of the Tolorma, skirting the W. and E. sides of the hill of *Høistakkene* and then uniting. To the E. rises the *Galdebergstind* (6785 ft.). We then ascend the *Oxdalshø*, crossing (1 1/2 hr.) a brook which descends thence. To the left rises the *Grønneberg* (4210 ft.), at the foot of which lies the *Grønnebergstjern* (4110 ft.), traversed by the Høistakka. Farther on we have the *Sjugulstind* (7040 ft.) on the left, and to the right the huge *Sletmarkpig* (7070 ft.), from which the *Sletmarkbræ* descends to the N. into the Vesle Aadal. The route ascends rapidly to the plateau between the *Gjeithø* (4790 ft.) and the *Rundtom* (4870 ft.), skirting the W. side of a small lake, and descends abruptly to the N.E. into the *Vesle Aadal*.

Fairly experienced mountain-climbers should combine the ascent of the *Gjendetunge* (p. 159), bounding the valley on the W., with this route (a digression of 1 1/2-2 hrs.). About 1/4 hr. after crossing the above-mentioned plateau, we bend to the left and ascend to the N. over the debris on the steep slope of the *Tungepigge*, opposite the glacier of the Sletmarkpig. Another hour, on the W. side of the Tungepigge, brings us to the first summit of the Gjendetunge, falling precipitously to Lake Gjende. The descent leads to the Store Aadal (p. 159).

The route to the Vesle Aadal follows the course of the stream down to Lake Gjende. Here we turn to the N. and cross by a bridge to —

Gjendeboden (20 beds; good wine; fixed tariff; B. 70, D. 1 kr. 30, S. 70 ø.), a tourists' hut at the entrance to the *Store Aadal*, and at the foot of the precipices of the Memurutunge. This is the centre *par excellence* of the Jotunheim tourist traffic. The post-office delivers letters here. Guide, *Ole J. Steinom.* — Boat to Memuruboden with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60, 4 kr., 4 kr. 80 ø.; to Gjendesheim with 1 rower 3 kr. 20, 4 kr., 5 kr. 20, with 2 rowers 6 kr., 6 kr. 80 ø., or (also for 4 pers.) 8 kr. A second rower is always advisable.

***Lake Gjende** (3210 ft.), 18 Kil. long, 1-1½ Kil. broad, and 480 ft. deep at places, extends from W. to E., where the *Sjoa*, a tributary of the Laagen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides it is enclosed by abrupt mountains, of which the *Beshø* (7585 ft.), on the N. or 'Solside', and the *Knutshulstind* (7680 ft.) and *Svartdalspig* (7030 ft.), on the S. or 'Bagside', are the highest. These peaks are not seen from Gjendeboden, but become visible as we ascend the Store Aadal. There are few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by several wild glacier-torrents. Storms often make boating impossible for days together, and the N. wind sometimes divides in the middle of the lake and blows E. and W. at the same time.

The ASCENT OF THE MEMURUTUNGE takes about 4 hrs., there and back, or including the descent to Memuruboden 6 hrs. at least (guide 2 kr.). From the Gjendebod we may either make the very steep ascent to the E. by the *Bukkelæger* or the *Høgslueløfte* (dangerous without a guide), or follow the bridle-path through the *Store Aadal* for about 1½ hr., ascending the left bank of the stream, and then mount rapidly to the right (practicable for riding; see below). The ***Memurutunge**, a plateau about 5020 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuru-Elv. Farther N. it is encircled by lofty snow-mountains.

The VIEW embraces, to the S., the Knutshulstind with its deep 'Hul', the Svartdalspig, and between them the deep Svartdal; then the Langedal and the Sletmarkpig; to the W. rise the pointed Melkedalstinder and Rauddalstinder, prominent among which is the Skarvdalstind, all near the Rauddal. To the N.W. lies the Langevand with the Smørstabtinder, the Kirke, and the Uladalstinder. To the N. the Hinaatjernhø, Memurutinder, and Tjukningssuen. To the E. the Beshø. — Instead of returning the same way, it is far more interesting to traverse the Memurutunge to its E. end and then make the steep descent to *Memuruboden*. In this case a boat must be ordered to meet the traveller there.

The view from the ***Gjendetunge** (5095 ft.) is one of the finest in Jotunheim and is superior to that from the Memurutunge in commanding a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about ½ hr., and then ascend steeply to the left.

The ascent of the highest **Knutshulstind** (7680 ft.), first made by Hr. Th. Heftye in 1875 from the S. side, is not difficult for experts from the Gjendebod (8 hrs.). We cross the lake and ascend the Svartdalsglup (p. 157) to the Svartdal, whence we climb towards the E. to the summit.

FROM THE GJENDEBOD THROUGH THE RAUDDAL TO SKOGADALSBØEN, 10-12 hrs. (guide to the Guridals-Sæter 8 kr. 80 ø., to Berge near Fortun 16-18 kr.). The route leads up the *Store Aadal* on the right bank to a (½ hr.) waterfall formed by a brook descending from the Grisletjærn. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the *Grisletjærn* (4590 ft.) and the following tarns to the *Rauddalshoug* (3 hrs. from the Gjendebod), where the **Rauddal** begins. This grand, but at first unpicturesque valley, with its almost unbroken series of lakes, lies to the N. of and parallel with the Melkedal (p. 150). On reaching the 'Band', or culminating point, we enjoy superb *VIEWS in both directions: to the right rise the *Rauddalstinder* (7410 ft.; first ascended by Hr. Carl Hall in 1890; not difficult; guide indispensable), to the left is the Melkedalstind with its sheer precipice, and between them peeps the Fanaraak (p. 151) in the distance; looking back, we observe the Rauddalstind on the left,

the Sjugulstind on the right, and between them the Sletmarkpig (p. 157) with a great amphitheatre of glaciers. It takes about 1½ hr. to cross the 'Band', from which a route leads to the W. round the Svartdalsegg to the Langvand and the Store Aadal (a round of 10-12 hrs. from the Gjende bod). We next cross the *Rauddals-Elv* by a snow-bridge and traverse toilsome 'Ur' and patches of snow on the S. side of the valley, skirting a long lake for the last 1½ hr. (patience very necessary). As we approach the ***Rauddalsmund**, the precipice with which the Rauddal terminates towards the Store Utladal, the scenery again becomes very grand. A view is obtained of the mountains of the Utladal and Gravdal, including the curiously shaped Storebjørn (p. 148), from which the *Sjortningsbræ* descends. To the E. we survey the whole of the Rauddal, flanked by the Rauddalstinder on the N. and the Melkedalstind (p. 150) on the S. The red ('raud') 'gabbro' rock here has given rise to the name of the valley. The route now descends on the S. side of the grand waterfall of the Rauddals-Elv to the *Store Utladal*, about ¾ hr. above the *Muran-Sæter;* thence to Skogadalsbøen, see p. 144.

The *Row down Lake Gjende to Gjendeosen (3-4 hrs.) requires fine weather (fares, p. 158). Soon after starting we obtain a view to the S. of the Svartdal (p. 157), at the entrance of which lies the cattle-shed of *Vaageboden*. To the N. rise the slopes of the Memurutunge (p. 159). About halfway down the lake, at the mouth of the *Memurudal*, from which issues the muddy *Memuru-Elv*, crossed by a bridge, is the club-hut of **Memuruboden.** Towards the N.E. the Beshø is conspicuous during the greater part of the trip, and more to the E. the Veslefjeld descends abruptly to the lake.

From Memuruboden or from Gjendeboden an interesting and easy glacier-pass, with which the ascent of the *Heilstuguhø* (p. 162) or one of the *Memurutinder* may be combined, leads across the *Memurubræ* and down to *Spiterstulen* (11 hrs.; p. 162).

From the E. end of the lake, named *Gjendeosen*, issues the *Sjoa*. On the N. bank here lies the club-hut of **Gjendesheim** (fixed tariff), a good starting-point for the ascent of the Veslefjeld and the Besegg (7-8 hrs., there and back; guide advisable), and for that of the Beshø (8-9 hrs., with guide). Guide, *Knud Storstensrusten.*

A good bridle-path leads to the N. in 1 hr. to the *Bessa*, on the N. bank of which lie the *Bes* or *Besse Sætre*. The route to the Veslefjeld follows the S. bank. Guided by varder, we ascend to the *Besvand* (4525 ft.; 340 ft. deep), where the huge Beshø becomes conspicuous. Ascending to the left, in 1½-2 hrs. more we reach the summit of the barren and stony **Veslefjeld** (5675 ft.). The view embraces the whole of the dark-green Lake Gjende, with the Koldedalstinder and Stølsnaastind to the S.W., and above all the enormous Beshø quite near. — We may now follow, towards the W., the narrowing crest of the Veslefjeld, separating the Besvand from Lake Gjende, which lies 1200 ft. lower, and terminating in the ***Besegg,** a curious ridge or arête, descending precipitously to Lake Gjende.

Travellers with steady heads may descend to the *Eid* separating the two lakes, and not rising much above the Besvand. It is also possible to descend to the Memurubod by skirting the base of the Beshø. It is safer, however, to return to the Bes-Sæters, or to descend direct to Gjendesheim.

The ascent of the ***Beshø** (7585 ft.; 8-9 hrs., there and back) coincides with that of the Veslefjeld as far as the *Besvand;* we then

row across the lake and ascend by the *Beshøbræ*. The view from the summit embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is precipitous.

From the Bes-Sæters we may follow the W. bank of the *Upper Sjodalsvand* (3255 ft.) to (1½ hr.) the *Besstrands-Sæter*, and go thence by a carriage-road, passing the *Nedre Sjodalsvand* (3240 ft.), traversing a spur of the *Besstrands Rundhø* (4910 ft.), and crossing the *Russa-Elv*, to (1½ hr.) the three —

Ruslien or *Rusli Sætre* (3125 ft.; good quarters at all), where the road from Sørum and Storvik ends (p. 57).

Ascent of the Nautgarstind from the Ruslien Sætre (3-4 hrs.). We ascend a cattle-track ('Koraak') to the *Hindfly*, turn to the left to the *Søndre Tveraa*, and round the *Russe Rundhø* (6233 ft.), traversing 'Ur'. Fine view of the Tjukningssuen (see below). We now come in sight of the snowless summit of the ***Nautgarstind** (7615 ft.), to which we have still a steep ascent of fully 1000 ft. on the N.E. side. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. Magnificent view.

From the Ruslien Sætre to Memuruboden (p. 160), 9 hrs., rather fatiguing. We at first follow the left bank of the *Russa-Elv*, wade through the *Søndre* and *Nordre Tveraa*, and reach the (3 hrs.) *Rusvasbod*, at the E. end of the **Rusvand** (4085 ft.). Skirting the lake, we cross several torrents descending from the N. To the S. are the precipices of the huge Beshø. At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the E. and *Tjukningssuen* (7910 ft.) on the W., and then descend past the *Hesttjærn*, lying to the right. After following the height to the S. a little farther, we descend abruptly to *Memuruboden*.

From Gjendesheim to the Gjendebod (p. 158) an interesting route (to which the difficulty of crossing the Leirungs-Elv is a serious drawback) leads through the **Øvre Leirungsdal**, between the *Leirungsbræ* and *Knutshulstind*, to the *Svartdal* (p. 157), and thence past the Svartdalsaaxle. Guide necessary (5 kr. 20 ø.).

From Gjendesheim to Lake Bygdin (6-8 hrs., not very attractive; guide 4 kr.). Passing the *Leirungsvand*, we ascend the course of a brook to the S. to the *Brurskarsknatte*, avoiding the extensive marshes of the Leirungs-Elv. Around the Leirungsdal rise the *Kalvaahøgda*, *Knutshulstind* (p. 157), *Kjærnhulstind* (7655 ft.), and *Høgdebrattet*. After crossing the marshy plateau of *Valdersflyen* (4600 ft.), we descend to the *Stremvand*, cross the *Vinstra* by a bridge, skirt a spur of the *Bitihorn*, which has been visible from the Valdersfly onwards, and reach *Raufjordheim* (p. 155). In the reverse direction it is best to row from Raufjordheim to the *Sund-Sæter* at the N.E. end of Lake Bygdin, and to ascend the bank of the *Breilaupa* (p. 157) towards the N.E. to Valdersflyen.

k. From Gjendeboden to Røjshjem.

On the first day we walk in 8-10 hrs. to *Spiterstulen;* on the second to *Røjshjem*, either direct (5 hrs.) or viâ the *Galdhøpig* (see p. 149). — Guide to Spiterstulen (4 kr.) and to the top of the Galdhøpig necessary. Horse as far as the steep ascent to the Uladalsband 2 kr. 60 ø., saving fatigue.

We ascend the left bank of the *Storeaadals-Elv* and pass through the defile of *Høistulen*, between the Memurutunge and the Gjendetunge. To the right the *Glimsdalsfos*. Splendid view of the Semmeltind to the N. (see p. 162). In 1 hr. we reach the *Vardesten*, a large rock; ½ hr. beyond it the bridle-path to the Memurutunge diverges to the right (p. 159). We next observe, to the left of the Semmeltind, the Hellerfos (see p. 162), and to the left, above it,

the imposing *Uladalstinder* (7605 ft.; easy ascent, splendid view). Walkers will find the passage of the *Semmelaa*, which descends from the *Semmelhul* glacier, unpleasant after rain. (The Semmelhul is also crossed by a route into the Visdal, no less unpleasant, but much grander.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos*, the discharge of the Hellertjærn, and reaches the top of the hill in $^1/_2$ hr. (2 hrs. from Gjendeboden). Behind us is a superb view of the Sletmarkpig and Svartdalspig. We traverse a weird wilderness, strewn with glacier-boulders, skirt the *Hellertjærn* (4300 ft.) in a N.W. direction, and then turn to the right into the insignificant valley which leads to the N., and afterwards more to the E., to the Uladalsband. The steeper ascent soon begins ($2^1/_2$ hrs. from Gjendeboden), and riders must dismount.

FROM THE HELLERTJÆRN TO THE LEIRDAL AND RØJSHJEM, 3-4 hrs. longer than our present route, is much less toilsome (guide, not indispensable, to Ytterdals-Sæter 5 kr. 60 ø.; horse to Røjshjem, with side-saddle if required, 8-10 kr.). From the Hellertjærn we follow the main track, reach the *Langvand*, or *Langvatn* (4630 ft.), and skirt its N. bank ($1^1/_2$ hr.). On the right rise the Uladalstinder; to the S. *Skardalseggen* (7215 ft.). At the W. end of the lake we ascend past the two *Høgvageltjærne* to the **Høgvagel** ('Vagge', a Lapp word, signifying 'mountain-valley'; 5430 ft.), the highest point of the route, which commands a grand view of the Horunger to the S.W. The path then descends to the *Leirvand* (p. 145).

A steep ascent of $^1/_2$ hr. brings us to the first of the four *S. Uladal Lakes* (about 5180 ft.). This and the second lie to our left, the third to our right, and the fourth to our left. The route, extremely toilsome here, keeps to the right below the slopes of the *Semmeltind* (7480 ft.; easily ascended from the N. side; 'Semmel', a female reindeer). After another hour it reaches the **Uladalsband** (5760 ft.), its highest point, where it joins the route across the Semmel Glacier. We now descend to the two *N. Uladal Lakes* (5170 ft.). To the right rises the *Heilstuguhø* (7910 ft.; ascent not difficult; splendid view of the Ymesfjeld, p. 159). Following the E. bank of this lake over most trying 'Ur', we at length reach (2 hrs., or from Gjendeboden 6 hrs.) *Uladalsmynnet*, the junction of the Uladal with the Visdal. Splendid view up and down the latter valley. To the left towers the Kirke. Route to the Leirvand, see p. 145.

The route down the ***Visdal** (to Spiterstulen $1^1/_2$-2 hrs. more) follows the right (E.) bank of the *Visa*, at first traversing soft turf, a pleasant contrast to the 'Ur'. After 1 hr. we wade across the *Heilstuguaa*, descending from the *Heilstugubræ*. The crossing is easy in the early morning only; later in the day we ascend a little in order to cross by a bridge (whence Spiterstulen is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkehul*, the Sveilnaasbræ and the Styggebræ (p. 149), two glaciers with magnificent icefalls, especially the latter.

Spiterstulen (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6675 ft.) on the E., affords plain quarters for 20 persons and good food at moderate charges.

With a guide (generally obtainable at Spiterstulen), we may ascend the *Leirhø* (7885 ft.), the *Heilstuguhø* (p. 162), and one of the *Memurutinder* (7965 ft.).

Instead of taking the direct route to Røjshjem, it is much preferable to ascend the **Galdhøpig** (p. 149) from Spiterstulen (4½ hrs.; guide 6 kr. for 1 pers., each addit. pers. 2 kr.). The route, so long as it remains on the rocks, is good, and even on the glaciers offers few difficulties to Alpine climbers. It crosses the Visa by a bridge ½ hr. to the S. of Spiterstulen, ascends on the N. side of the *Sveilnaasbræ*, and traverses the three peaks of the *Sveilnaasi*. Splendid retrospects of the Visdal mountains.

From Spiterstulen to Røjshjem about 5 hrs. more (guide not indispensable). We soon reach the limit of birches (about 3600 ft.) and (½ hr.) a rocky barrier through which the Visa has forced a passage. In another ½ hr. we come to a pine-wood, with picturesque trees ('Furuer'), most of them quite bare on the N. side. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Stygge-bræ. We cross (¼ hr.) the *Skauta-Elv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladals-tinder (p. 162) and the *Styggehø* (7315 ft.). On the other side of the Visa is the *Nedre Sulheims-Sæter* (3190 ft.), opposite which the *Glitra* falls into the Visa.

From Spiterstulen or the Nedre Sulheims-Sæter the ascent of the **Glittertind** (8385 ft.) takes 8-10 hrs., there and back (guide and ice-axe necessary).

The Røjshjem route continues to follow the E. bank of the Visa. In case of doubt observe the small varder. We cross the *Grjota*, the *Smiugjela*, and the *Gokra*. The Visa is lost to view in its deep channel, but we follow the margin of its ravine. A path ascending to the right for a few hundred paces leads to the finely situated *Visdals-Sætre* (2960 ft.; quarters for the night obtainable, best at the *Øvrebø-Sæter*).

The **Gokraskard**, a fine point of view, may be ascended hence; it commands the Uladalstinder to the S., the Galdhøpig to the S.W., and the Hestbræpigge to the W. — A still finer point is the **Lauvhø** (6710 ft.), whence the Glittertind is also visible.

From the Visdals-Sætre we may also ascend the *Gokkerdal*, between the Lauvhø on the N. and Gokkeraxelen on the S., to the pass of *Finhals* (3885 ft.). Following the *Finhals-Elv* thence and crossing the *Smaadals-Elv* in the *Smaadal*, we may turn to the right to the *Smaadals-Sæter* (3905 ft.), from which the huge *Kvitingskjølen* (6975 ft.) to the N. may be ascended, and next reach the *Smørlid-Sæter* and the *Naaver-Sæter* on *Lake Thessen*. Thence across the lake and past the *Oxefos* to *Storvik* (p. 57; 1·1½ day).

Below the Visdal Sæters begins the magnificent descent to Røjshjem, skirting the profound *Ravine of the Visa*. The *Lauva* descends from the right. The sæter-path, which has now become a road, descends very rapidly, and in about 1½ hr. reaches the first houses, where we cross the curious bridge to the left.

Røjshjem, see p. 149.

1. From Eidsbugaren through the Melkedal to Skogadalsbøen, and over the Keiser to Turtegrø.

This is a magnificent but fatiguing route of two days; guide indispensable. 1st Day: To *Skogadalsbøen* 10 hrs. (guide 6 kr.). 2nd Day: To *Turtegrø* 4½ hrs. (guide 4 kr.). — As the guides of Eidsbugaren, Vetti, etc., are seldom well acquainted with the *Horunger*, the traveller who intends to explore these mountains should dismiss his guide at the Helgedals-Sæter. As to a new guide, see p. 157.

Eidsbugaren, see p. 154. — To the mouth of the turbid *Melkedøla*, and across that river, see p. 158. — Quitting the lake, we gradually ascend the ***Melkedal.** After ¾ hr. the valley divides. The branch to the left ascends to the Langeskavl and the Uranaastind (p. 155); that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so often the case in Norway, the valley has no level floor, but consists of a chaos of heights and hollows. The rocks are polished smooth by glacier-friction or covered with loose boulders. Vegetation ceases entirely. About 20 min. above the bifurcation of the valley we ascend a steep snow-slope to the plateau of *Melkehullerne*, with several ponds.

In 20 min. more (about 1½ hr. from Eidsbugaren) we reach the ****Store Melkedalsvand** (4382 ft.), in a strikingly grand situation, the finest point on the route, and worthy of a visit for its own sake from Eidsbugaren (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs (of 'aarsgammel Is', year-old ice, *i.e.* winter-ice) are seen floating in the lake (fresh ice being called 'natgammel Is', night-ice). To the W. rises the Langeskavl; then the Uranaastind; on this side of the latter is the Rødberg; next, the Melkedalsbræ, descending to the N.W. end of the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and snow brings us to an ice-pond at the foot of the *First Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed ('Vandskjelet'). Farther on appears the *Second Melkedalstind* (7110 ft.; ascended either from the Rauddal or the Melkedal), and to the N.W. the Rauddalstind (p. 159). The route skirts the three *Melkedalstjerne*, through which flows the *Skogadøla*. The stream has to be forded between the second and third. Rough walking. A view of the Horunger is now disclosed (p. 147). The striation of the rocks by glacier-action ('Skurings-Striber') is frequently seen. The torrent is again crossed by a snow-bridge (caution necessary), or we may wade through it knee-deep a little lower down. The Melkedal now ends in a barrier of rock ('Bælte', girdle), over which the river falls about 590 ft. To this point also descends from the left the W. arm of the Melkedalsbræ, by which the descent from the Uranaastind may be made (see above).

The lower region of the valley which we now enter is the

***Skogadal**, a broad basin. Above it tower the Skagastølstinder and the Styggedalstind. The Maradalsbræ descending from the Skagastølstinder is particularly striking. The Skogadal is at first a little monotonous, but with the rising temperature the vegetation improves, and the scanty 'Rab' or scrub is soon replaced by fine birches (whence the name, 'forest valley'). A walk of 2 hrs. from the 'Bælte', without defined path, brings us to the tourist-hut of —

Skogadalsbøen (see p. 144), reached from Eidsbugaren in about 10 hrs.

About 1/2 hr. beyond Skogadalsbøen the Muran route leads to the right (p. 145). We turn to the left and cross the *Utla* by a bridge (2788 ft.). Beyond it the path to the right leads to the (1/2 hr.) Guridals-Sætre, while we follow the good sæter-track to the W., on the N. bank of the *Gjærtvas-Elv* or *Styggedals-Elv*, which descends from the Gjærtvasbræ and the Keiser. On the S. bank is the deserted sæter of *Gjærtvasbøen*, whence a path leads to (1 hr.) the Vormelid Sæter (p. 144). The retrospect becomes grander and more open as we advance: to the left is the Smørstabbræ; at the end of the Store Utladal is the Kirke; more to the right are the Rauddalstinder; in front of us is the Skogadalsnaasi; further to the right are the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 3/4 hr. the stream forms a small waterfall. To the left, at the base of the *E. Styggedalstind*, now usually called the *Gjærtvastind* (7710 ft.), extends the large *Gjærtvasbræ*, opposite which we pass 1/2 hr. later.

A grand route, only about 1 hr. longer, taken for the first time by Mr. Wm. C. Slingsby in 1876, and not difficult for good walkers, leads past the N. side of the *Gjærtvasbræ* to a low pass, and descends to the *Styggedalsbræ* and thence to the Helgedals-Sæter (see below). — Ascent of the Gjærtvastind, see p. 144.

The path, now good, next leads to the (1/4 hr.) *Gjærtvand*, passes to the left of this lake, and ascends steeply, over debris and snow, to the 'Skar', and then, between the *Styggedalsnaasi* on the left and the *Ilvasnaasi* to the right, to the (1/2 hr.) **Keiseren Pass** (4920 ft.; Lapp 'Gaisa', mountain), on which lie the *Ilvand* and the snows of the *Storfond*. To the S.E., above the snow of the Styggedalstind, rises the Koldedalstind, to the N. the Fanaraak, to the W. the huge Jostedalsbræ rising above the mountains on the Lysterfjord.

The path now leads along the top of the hill, passing the pond of *Skauta*. The Horúnger, especially the mountains round the Styggedalsbotn, become conspicuous to the left. After 35 min. we cross the *Helgedals-Elv*, which flows towards the W., sometimes scarcely fordable, and in 10 min. more reach a bare rocky height commanding the **Styggedalsbotn* (p. 148), a huge basin of snow and ice. After 1/2 hr. we see in the 'Botn' to the left the outflow of the Styggedals Glacier, and to the right the *Steindals-Elv* coming from the Fanaraak. In front of us, about 660 ft. below, extends the broad **Helgedal,** to which the path now rapidly descends.

In 1/4 hr. we pass, on the left, the fine *Skautefos*, formed by the confluence of the Helgedals-Elv and the Styggedals-Elv. The path then crosses the *Steindals-Elv*, usually not difficult, and leads through the wide valley past the *Helgedals-Sæter*, to the —

Turtegrø-Sæter (p. 147), 4 1/2 hrs. from Skogadalsbøen.

24. From Bergen to Aalesund and Molde by Sea.

42 S.M. (168 Engl. M.) to *Aalesund*, 51 S.M. (204 Engl. M.) to *Molde*. These are the distances as officially reckoned, but they are greatly increased by the sinuosities of bays and straits through which the steamers thread their course. The distances given in this route in Norwegian nautical or sea-miles are those from station to station.

Steamers ply almost daily to *Aalesund* in 15-18 hrs. (fares 16 kr. 80, 10 kr. 50 ø.), to *Molde* in 19-22 hrs. (fares 20 kr. 40 ø., 12 kr. 75 ø.). Some of the steamers touch at *Aalesund* only, going thence direct to Christiansund and Trondhjem; others call at *Aalesund* and also at *Moldøen;* others again at *Florøen*, *Moldøen*, *Aalesund*, and *Molde;* and only a few touch at the minor intermediate stations.

Bergen, see p. 112. To the mouth of the Sognefjord, see p. 126. The *Polletind* (1740 ft.) here rises on the island of *Indre Sulen*.

To the N. of the Sognefjord the steamer skirts the district of *Sændfjord*, which with that of Nordfjord (p. 174) formed the ancient *Firdafylke*. The steamer steers between the islands of Ytre and Indre Sulen. The scenery increases in interest, and the mountain-forms show more variety. Farther on we pass the *Dalsfjord* (p. 169). To the W. lie the *Værø* and the lofty island of *Alden* (1550 ft.), known as the '*Norske Hest*', which pastures upwards of 1000 sheep. The vessel next usually passes to the W. of the high *Atleø* (2283 ft.), and steers across the *Stangfjord*, passing the promontory of *Stavnæs* and the *Stavfjord*, the entrance to the Førdefjord (p. 170). The lighthouse of *Stabbensfyr* stands on a solitary cliff to the W.

20 S.M. **Florøen** *(Olsen's Hotel)* is a station of some importance, being touched at by most of the steamers. The little town is the commercial centre of the *Nordals*, *Eike*, and *Hødals* fjords.

A local steamer usually plies once weekly from Florøen up the small *Eikefjord* to the station of that name, whence we may ascend towards the N. to the great glacier-region of the *Kjeipen* (4460 ft.; recently explored by Mr. Wm. C. Slingsby), the snowy heights of which are visible from the fjord.

The steamer plying from Bergen to the Nordfjord also steers from Florøen to Moldøen by a route similar to that described below, but calls at more stations. It enters the *Gulenfjord*, which opens to the E. of Bremanger, and calls at *Kjelkenæs*. From Kjelkenæs we may row to *Rise* (quarters) and walk thence by a wild path to the N.W. of the Kjeipen (see above) to the Aalfotenfjord (p. 175).

We steer to the N. To the left lie the islands of *Skorpøen* and *Aralden;* then the *Frøj-Ø*, on which lies *Kalvaag* or *Kallevaag*, a station of the Nordfjord steamers (p. 174). With the passage of the *Frøjfjord*, as the strait between the mainland and the large island of *Bremanger* is called, begins one of the finest parts of the

voyage. On Bremanger is *Berdle* or *Berle*, another station of the Nordfjord steamers. To the right some relief in the grey moss-grown rocks is afforded by a few high but slender waterfalls. To the left, at the N.E. angle of Bremanger, towers the huge **Hornelen** (2940 ft.), with its almost sheer cliff, visited, according to the Saga, by King Olaf Tryggvason about the year 1000. The *Skatestrøm*, a strait to the N. of Hornelen, between Bremanger and the Rugsundø, is noted for the rapidity of the tide ebbing and flowing through it. The steamer crosses the mouth of the *Nordfjord*, affording a fine mountain-view, and (3 hrs. from Florøen) reaches —

7 S.M. **Moldøen** *(Inn of H. Friis)*, a small island between the mainland and the *Vaagsø*, the latter with hills attaining a height of 2300 ft. *Sætrenæs* (Sunde's Inn), on this island, is called at by the local steamers.

We next steer to the N. through the *Ulvesund*, a strait between the Vaagsø and the mainland, and then across the bay of *Sildegabet* ('herring's mouth') and past the islands *Barmøen* and *Seljeøen*. On the latter are the ruins of a Benedictine monastery and of the shrine of the Irish *St. Sunniva*, the tutelary saint of Bergen.

The peninsula of **Stadtland**, round which we next steer, is a hilly plateau 28 Kil. long and 4-13 Kil. broad, stretching far into the sea like the back of a huge right hand with a long wrist. The highest point is the *Skrætna*, rising above *Drage*, at the end of the 'wrist'. More conspicuous, however, is the *Kjærring* (1683 ft.), near the tip of the middle finger. The N. promontory is called *Staalet*. On the N.E. side rises the *Revikhorn* (1410 ft.). Stadtlandet is noted for the storms to which it is exposed. Even in summer the sea here is often very rough.

On the Stadtland, opposite the Seljeø, near the church and parsonage of *Hove*, lies *Selje*, a station of the Bergen and Nordfjord steamer, whence we may row up the little *Moldefjord* in 1 hr. to the gaard *Eide*. A rather steep bridle-path leads thence in 3/4 hr. (pay for 7 Kil.) over the *Mandseid* (about 500 ft.) to *Enerhougen* on the *Kjødepollen*. Then by boat in 1 hr. to (4 Kil.) —

Aahjem (good quarters at *Ravn's*, the Landhandler), situated near the church and parsonage of *Vanelven* at the S.W. end of the *Vanelvsfjord*. Steamboat to Aalesund, by Volden, once weekly (p. 190). Carriage-road to Bryggen on the Nordfjord, see p. 174.

FROM AAHJEM TO VOLDEN (p. 182), 2 days (guide and provisions necessary). We ascend the road in the *Almklovdal* for about 8 Kil. (3 Kil. short of the gaard *Almklov*), diverge to the left, and ascend past the little lake *Storlivatn*. Fine view of the Søvdefjord from the top of the hill. We then descend past the *Kilebrekvand* to (2 hrs.) *Øvre-Berg*, the highest gaard in the *Saurdal* (820 ft.). Then down a steep road to (3/4 hr.) *Nedre-Berg* and the *Saurdalsgaarde* on the *Saurdalsvatn*, where a vehicle may be obtained. We drive in 1/2 hr. to —

Vik and the church of *Søvde* on the **Søvdefjord**, the E. bank of which is very abrupt and picturesque, while on the more level W. bank lie *Eidsaa* (station of the Aalesund and Aahjem steamer) and several other gaards. From Vik we drive up the *Norddal*, past the waterfall of *Sarpen*, to *Tverberg*, the highest gaard in the valley. Then a walk, with guide, past several small lakes, up a steep hill, and down, with splendid view, to (3 hrs.) —

Indselsæter on the *Dalsfjord* (good quarters). Opposite lies Dale (p. 169). From Indselsæter by water to Volden about 14 Kil.

The bay to the N.E. of Stadtland is called *Vanelvsgabet*, adjoining which on the S.E. is the Vanelvsfjord (p. 167). The steamer passes the *Sandø*, in which is the *Dolstenshul*, a cavern about 200 ft. above the sea-level, and the large islands *Gurskø* and *Hareidland*, and sometimes calls at *Herøen*, to the N. of the Gurskø, at *Volden* (p. 190), and at *Ørstenvik* (p. 190). In 6-9 hrs. from Moldø we reach —

15 S.M. **Aalesund**, see p. 189.

Beyond Aalesund we have a grand *View of the Sondmøre Alps (p. 181) to the right. Farther on we pass the *Lepsø*, with the *Rønstadhul*, on the left. A view of the mountains to the N. of the Romsdal is now disclosed, the most conspicuous being the *Skaala* (p. 196). Finally we enjoy a panorama of the whole Romsdalsfjord. From Aalesund to Molde the large steamers take $3^1/_2$-4 hrs., the local steamers much longer, as they touch at many small stations.

9 S.M. **Molde**, see p. 191. — Thence to Christiansund and Trondhjem, see p. 199.

25. From Vadheim on the Sognefjord overland to Aalesund and Molde.

This route ('Overlandsvei') is far preferable to the sea-voyage in R. 24, as it carries the traveller through some of the grandest scenery in Norway, which is chiefly to be sought for in the upper ramifications of the fjords. The route traverses the districts of the *Søndfjord*, the *Nordfjord*, and *Sondmøre*, where the fjord and fjeld scenery, in the two last more particularly, is strikingly beautiful. The first part of the route, as far as *Førde*, is the least interesting; the Søndfjord steamer may be taken thither, but offers no advantage except a slight saving of time. The finest points are the E. recesses and valleys of the Nordfjord, the *Oldendal*, the *Loendal*, and the *Strynsdal* (pp. 176-180), the *Geiranger Fjord* (p. 183), and the *Jørundfjord* (p. 188).

The traffic on the 'Overlandsvei' is very great, as the huge Jostedalsbræ (p. 125) prevents any other road between the Sognefjord and the Nordfjord. — The attention of walkers and riders may, however, be directed to the route from Skjolden over the *Sognefjeld* to Røjshjem (pp. 146, 150) and thence viâ *Grotli* to *Marok* (R. 9). The passage from the *Jostedal* to the valleys of the Nordfjord is attended by many inconveniences.

The Travelling Plan must partly depend on the steamboat-arrangements, which should therefore be carefully studied in the time-tables. The journey may be accomplished in 5 days, but only by omitting the Nordfjord valleys, which are among the finest points. About 8-10 days should if possible be devoted to it: 2 days from Vadheim to the Nordfjord (good quarters at *Sande*, *Førde*, *Nedre Vasenden*, *Skei*, *Egge*, and *Red*); 3-4 days on the Nordfjord (good quarters at *Utviken*, *Faleide*, *Visnæs*, *Loen*, and *Oldøren*); 2-3 days for the rest of the journey (good quarters at *Grodaas*, *Marok*, *Sjeholt*, and *Vestnæs*, or, if we go from Hellesylt to the Jørundfjord and Aalesund, at *Fibelstadhougen*, *Øje*, and *Ørstenvik*). The prices of the hotels have an upward tendency.

a. From the Sognefjord to the Nordfjord.

Road (about 120 Kil.), with fast stations. On the Jølstervand the steamer will probably be preferred. If the Bredheimsvand (p. 172) be taken on the way, it is traversed by 'boat-skyds'.

Vadheim (by steamer from Bergen in 7-10 hrs., from Lærdalsøren in 9½-10 hrs.), see p. 126. Conveyances usually await the arrival of the steamer.

The road gradually ascends the *Vadheimsdal*, the westernmost of the two valleys which open here, enclosed by rocks 1500-2000 ft. in height. The first gaard is *Ytre Dalen*, on the left, somewhat exposed to avalanches. In winter the sun is visible here for a very short time only. The road crosses the river and ascends between the *Dregebønip* on the left and the *Fagersletnip* (2995 ft.) on the right. On a rocky height to the left lie the gaards of *Dregebø*, beyond which the road recrosses the river. It then skirts the *Lower Yxlandsvand*, and again crosses the river before reaching the dark *Upper Yxlandsvand* (430 ft.) The watershed is crossed near the gaards of *Aareberge* (535 ft.), lying in a basin to the right, on a small lake. To the N. rises the imposing Kvamshest (see below). Passing the gaard of *Lofald* on the right, we cross the *Gula* or *Holmedals-Elv*, and reach —

15 Kil. **Sande** (**Sivertsen's Hotel*, R. 1 kr. 20, B. or S. 1 kr. 40 ø., D. 2 kr.; landlord speaks English), prettily situated in the *Indre Holmedal*, with a church and several gaards. To the S. rise the *Høgehøi* (2850 ft.), and (more distant) Dregebønip (see below), to the W. the *Stensætfjeld* (2470 ft.), and to the N.W. the lofty *Kvandalsfjeld* (3325 ft.).

From Sande a good road leads W., down the left bank of the Holmedals-Elv, to (14 Kil.) the slow station of *Eidevik*, near *Sveen* (good quarters) on the **Dalsfjord**, at which a steamer calls twice weekly (12½-13 hrs. from Bergen). The finest point on the Dalsfjord is *Dale*, on the S. bank, where the *Dalshest* (2333 ft.), the dome-shaped *Kringlen* (2435 ft.), and other mountains present a grand picture. — From Sveen to Langeland (p. 170) 11 Kil.

From Sande a road leads to the E., up the valley of the Holmedals-Elv, to (7 Kil.) the slow station of *Horsevik* on the pretty **Viksvand** (525 ft.), which is worthy of a visit. On an island near the N. bank is the church of *Hæstad*. From Horsevik to *Vik*, at the N.E. end of the lake, 14 Kil. (by boat). Near Vik we pass the mouth of the Eldal (p. 128) on the right. — From Vik a road leads through the *Haukedal* to (7 Kil.) *Mostadhougen* on the Haukedalsvand, whence we row to Rørvik (p. 171).

The traveller should secure a vehicle at Sande to take him to Førde, as he might otherwise be kept waiting a long time at Langeland.

Beyond Sande we pass the church on the left, and ascend rapidly to the right to the gaard of *Tunvald* at the base of the *Tunvaldfjeld*. Fine retrospect. The hilly road then leads past the *Lundsgrøn* on the right to a height overlooking the mountains of the Dalsfjord (in Søndfjord); in the distance the *Løkelandshest* (2625 ft.); nearer the *Kvamshest* or *Store Hest* (4065 ft.), which, farther on, resembles a huge horse's head; and the wooded basin of *Lundebygden* at our feet. We next reach the gaards of *Skilbred*,

on the peaty *Skilbredsvand*, whence we have an unimpeded view of the Kvamshest and the *Lillehest* (2985 ft.) to the N.E. of it, with snow between. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards.

11 Kil. (pay for 14 in this direction) *Langeland* (unpretending but clean accommodation) lies high above the S. end of the *Langelandsvand*, 2½ Kil. long, the hilly W. bank of which our road skirts, after the road to Sveen (p. 169) has diverged to the left. Our road passes the sæters of *Espeland* and *Hafstad*, at the N. end of the lake, and reaches its highest point (about 1150 ft.), commanding the valley of Førde and the mountains at the head of the *Angedal* (to the N.). Of the Førdefjord a small triangle only is seen. The road descends, at places ascending again, past the sæters of *Præstegaard* and *Halbrand*, and skirting the *Solheimsheia* (1265 ft.). Farther on, with a fine view of the *Halbrandsfos* on the right, it descends rapidly. On arriving in the valley, our route joins a road which leads to the left to the steamer-pier on the *Førdefjord*, of which the upper bay only is visible. We turn to the right and ascend the course of the broad *Jølster-Elv* to (about 1 Kil.) —

11 Kil. (pay in the opposite direction for 14) **Hafstad's Hotel.* A few minutes later a long bridge on the left crosses to the right bank of the river. Here, on the right, is **Sivertsen's Hotel* (R., B., S., each 1 kr. 40 ø.; landlord speaks English). Then, on the left, the telegraph-office; and, on a moraine-hill to the right, the church of **Førde**. The broad and smiling valley is enclosed by high hills: on the N. the *Førdenip* (2825 ft.), on the E. the Viefjeld (see below), and on the S.W. the Solheimsheia (see above). Førde is the capital of the district of *Søndfjord*. The horses bred here and on other parts of the Nordfjord are said to belong to the original Norwegian 'fjord race'. The steamboat-pier is about 20 min. walk down the river.

On the **Førdefjord**, into which the Jølster-Elv falls about 1½ Kil. below the village, a steamer plies thrice weekly; to *Naustdalen* on the N. bank in 1-1½ hr., to Florøen (p. 166) in 5 hrs.

To the N.E. (left) opens the *Angedal*, with the *Sandfjeld* (4100 ft.) and the *Kupefjelde* (4190 ft.) rising in the background. The Nordfjord road, which we follow, ascends the well cultivated valley of the Jølster-Elv on its left bank and passes numerous gaards. Fine view of the broad *Brelandsfos*. On the opposite bank rises the *Viefjeld* (2210 ft.). About 6 Kil. from Førde the long *Farsundebro* carries us across the lower end of the *Movatten* (75 ft.), a small lake through which the Jølster-Elv flows. The road then skirts the N. bank of this lake, at the foot of the Viefjeld. On the S. bank lie several gaards. At the head of the lake, on the right, is the agricultural school ('Landbrugsskole') of *Mo*, beyond which is seen the fine *Huldrefos*. Beautiful pine-wood. About 5 Kil. from the Farsundebro a road diverges to the right to Holsen.

The road to Holsen (no skyds) crosses the Jølster-Elv and leads a little to the N. of the *Aasenvand* and along the N. bank of the *Holsenvand*

(410 ft.). To the church of *Holsen* about 9 Kil. — The road goes on, over the *Rørvikfjeld* and past the *Rørvik Sætre*, to the gaard of *Rørvik* on the **Haukedalsvand** (863 ft.), at the N.E. end of which, about 15 Kil. from Holsen, is the church of *Haukedalen*. The road ends at the gaard of **Grøning** (1090 ft.; quarters), 4-5 Kil. farther up the valley. Thence to Balholm on the Sognefjord, see p. 128. — A grand but rough route, fording several brooks, ascends the *Grøndal*, with a view of the *Grovebræ* on the left and the *Jostedalsbræ* on the right, to the *Søknesandsskar*, and descends to Søknesand (see below).

Beautiful scenery. The green wooded valley is backed by fjelds to the E. and N.E. The rapid stream affords trout-fishing.

19 Kil. **Nedre Vasenden** (**Nielsen's Hotel*, R., B., or S. 1 kr. each), lies at the W. end of the Jølstervand, out of which the *Jølster-Elv* flows in a series of rapids (seen from the bridge close to the station).

The pretty ***Jølstervand** (670 ft.), 23 Kil. long from S.W. to N.E., is traversed several times daily by a small steamer (2 hrs., fare 2 kr.), owned by the innkeeper at Skei. Both banks are studded with gaards, most of them on the 'Solside', or N. side. The lake contains excellent trout. The road on the N. bank skirts the base of the *Jygrafjeld*, passes the gaards of *Sviddal* at the mouth of the little *Bergsdal*, and leads through the fertile *Aalhusbygd*, with the church of *Aalhus* or *Jølster*.

On the S. side of the lake, called 'Nordside' by the natives because facing the N., rise the *Sanddalsfjeld*, the *Klana*, the *Orken*, and the *Sadelegg*. Above these peep at intervals the *Grovebræ* and the Jostedalsbræ. By the gaards of *Myklebostad* are several pretty waterfalls.

To the left, at the E. base of the *Bjørsætfjeld* (3314 ft.), which the road skirts, lies the skyds-station of *Aardal* or *Ordal*. Farther on is the church of *Helgheim*.

On the right opens a bay called the *Kjøsnæsfjord* (10 Kil. long), backed by the blue-green *Glacier of Lunde*. To the N. of the Kjøsnæsfjord rises the *Bjørga* (5510 ft.), and to the S. the *Søknesandnipa* (4965 ft.).

At the E. end of the Kjøsnæsfjord lie the gaards of *Søknesand* and *Lunde* (poor quarters at both), whence, with a guide, we may cross to the Grøndal to the S. and go on to Sværen (p. 128), or we may cross the Jostedalsbræ to the S.E. to Fjærland (p. 129), or the *Befringskar* to the N. to Stardal (p. 172).

At the head of the Jølstervand lies —

Skei (*Hôtel Skei*, owned by O. Andersen and T. Gabrielsen, R., B., or S. 1 kr. 40 ø. each; Engl. Ch. Serv. in Aug.). Skei is not a skyds-station, but conveyances are always to be had.

Two routes lead hence to the Nordfjord: one by the Bredheimsvand to Sandene on the Gloppenfjord (35 Kil.), the other the ordinary skyds-road by Egge to Utviken (34 Kil., to Sandene 40 Kil.). Both routes are picturesque. The first-mentioned road has the disadvantage that comparatively few steamers stop at Sandene; the road to Utviken, which is generally used, is extremely hilly.

From Skei to Sandene (35 Kil.). Just beyond Skei the road crosses a hill, the watershed between the Jølstervand and the

Bredheimsvand, and passes the small *Føglevand* and *Skredevând*. On the right is the *Fosheimsfos*, descending from the Bjørga.

At the S. end of the *Bolsætvand*, a little more than 3 Kil. from Skei, the road divides. The branch to the left leads past the W. bank of the Bolsætvand to the Bredheimsvand, that to the right (see below) leads past the E. bank to Egge. Taking the former road, we descend by the *Stor-Elv*, through picturesque, hilly scenery, and cross the stream on this side of and beyond the little *Paulsvand*. On the W. the *Skjorta* ('shirt'; 5663 ft.) is conspicuous. Later, on the right is the precipice of *Kupenaava*, with its stony debris.

9 Kil. *Førde i Bredheim* (fast station, poor) lies near the *Førdefjord*, the S. bay of the ***Bredheimsvand**, *Breimsvand*, or *Breumsvand* (207 ft.; 896 ft. deep), a grand and sombre Alpine lake, about 16 Kil. long, enclosed by imposing mountains. The road ends here, by a lofty old moraine. From this point we go on by rowing-boat ('boat-skyds', Tariff C). On the left rises the rocky Skjorta, with the *Gamledalsfos;* on the right is the precipice of the *Svenskenipa* (4770 ft.). Beyond the *Myklandsdal* (left) and the *Ordal* (right) the view becomes more open. To the N., in the background, rises the *Dunegg* (3650 ft.). Farther on we skirt the rocks on the right, while the *Skarstenfjeld* rises to the left. Then the *Næsdal*, on the left, with several gaards. Nearing Red, we pass the mouth of the *Vaatedals-Elv*, and see four offshoots of the Jostedalsbræ at the head of the *Bredheimsdal*. We leave the boat at —

12 Kil. **Red** or *Re* (*Hôtel Gordon*, English landlord; *Hôtel Victoria*, opposite), which lies picturesquely on the E. bank of the Bredheimsvand, near the church of *Bredheim*.

A road leads from Red up the fertile Bredheimsdal to *Moldestad* (p. 172; about 5 Kil.), on the road to Utviken.

The lower part of the Bredheimsvand is less interesting. We now drive on the E. bank to (6 Kil.) *Vasenden*, the 'end of the water', and cross the 'Eid' or isthmus (256 ft.), through a pretty wooded valley, passing the *Eidsfos*, to (6 Kil.) —

12 Kil. **Sandene**, on the *Gloppenfjord* (p. 175), a station of the Nordfjord steamers (to Faleide $3^1/_2$-4 hrs.).

FROM SKEI TO UTVIKEN (40 Kil.). To the *Bolsætvand* ($3^1/_4$ Kil.) see above. The road ascends on the E. bank of the small lake and crosses a hill to the *Stardal*, at the head of which appears the huge Jostedalsbræ. Beyond the former skyds-station of *Klagegg* (741 ft.; 5 Kil. from Skei) the road divides, the left branch leading to Egge, the right to Aamot in the Stardal.

From Klagegg the road in the STARDAL ascends past the gaards of *Grebstad* and *Befring* (p. 171) to (about 10 Kil.) **Aamot** (tolerable quarters at *Tolleif Aamot's;* conveyances always on hand), the starting-point of several grand passes across the JOSTEDALSBRÆ (guides, *Ole Tolleifsen Aamot, Elling S. Aamot, Peder K. Navnles;* rope necessary): — (1) Over the *Oldenskar* (6133 ft.) to *Rustøen* on the Oldenvand (p. 177), 6 hrs. (2 to the foot of the Aamot Glacier, 2 to the 'Skar', and a very steep and fatiguing descent of

NORDFJORD & SYDL. SÖNDMÖRE
Ålesund
Östen 3° for Paris
2° 30'
62°
3°
Tarberg
Helland
Sandö
Sande
Gjerdsvik
Sandanger
Gul
Brandsvor
Vokso
Rixtö
Rimesund
Kvamsö
Sandvik
Larsnäs
Stualet
Frejanäs
Honningvaag
Aarvik
Eltevik
Kjörungen
Ervik
Stadt-
landet
Aarim
Storhl.
i. Sövde
Haugs Hm.
Brandal
Kobbernäs
Revikhorn
Sandvik
Dalsbö v.
Dalsbö
Hunekam
Mork
Krokvik
Hoddevik
Furustaven
Hoddevik
Lekanger
Stave
Fluevaag
Börev.
Fiskaa
Drage
Fiarenäs
Fiare
Myren
Amlaskam
Nollen
Sihaug
Strand
Ekräama
Ottenhjem
Vanelvfjord
Ordal
Snös
Sandvik
Stokkenäs
Lisäter
Skaar Fj.
Seljeö
Syrtingen
Stokke
Ekregne
Skongsnäs Fyr
Röjsäter Fj.
Hove (Selje)
Vanelven
Krokenäs
Molden
Eide
Sandal
Melviken
Vedviken
Refviken
Barm
Barrestad
Ekre
Salte-
horn
Kjödt
Laug
Malse
Kvalhejmsvik
Skorge v.
Selje
Nordfjord
Selenäs
Kubben
Naye
Färestrand
Ström-
men
Nord-
pollen
Myklebostad
Vaage
Bryggen
Aasnäs
Haugs
Husevaag
Sörpollen
Almening
Davik
Husevaagö
Vemelsvik
Nord Fj.
Davikneset
Lassesaat
Rugsund
Eide
Endal
Bakken
Solheim
Vetvik
Rugsundö
Rugsund
Davikvik
Faafjord
Faatuen
Oldejde
Varpe
Dals-
vand
Kubben
Glofak
Lergulen
Storetröen
Dombestein
Bremanger
Hornelen
915
Grotle
Holmen
Förde
Bremanger Pol.
Ekesäter
Nötsät
Bakke
Nase
Fröjen
Rydlandsholmen
Fröjen
Kalvevaag
Smörhavn
Gulen
Gulestöl
Bötten
Hoven
Aralden
Fjord
Ytre Gulen
Indre Gulen
Sör Gulen
Mule Fj.
Viken
S. Gulen
Hesefest
Myklebostr.
Kjölkenäs
Mulgulen
Barmsund
Barmsundet
Barmsdal
Furdsur Fj.
Kartskar Fj.
Vingen
Lange V.
Fördesdal
St. Fördes V.
Snenibben
Sande
Svingsdals-
Nördgulen
Kjelmen
Stenniken
Dyrestad
Näspo
Birkeli
Aalfot
Marietstarnet
1290
1632
Kjejpen
1355
Rikefj.
Storehorn
V.
Svarte V.
Rumsgrö Fj.
Grondalen
Fosse
Store V.
Lasiem
Wagner & Debes, Leipzig.
1/4 0

Aalesund
Aalesund
Sjöholt (Orskog)
Norddalsfjord
Vartdalsfjord
Vartdal
Myklebost
Björndalen
Liadal
Vasdals V.
Saudehorn
Kolaasund
Sölvkallen
Grötdalstind
Jörundfjord
Jörundfjord
Molaups Fj.
Drablös
Trandal
Rödningen
Brunstad
Brunstad horn
Vellesäter horn
Lange St.
Bolten
Slogen
Strande
Skyldstad
Norang
Storhorn
Aarset
Follestad
Örsten
Örstenfjord
Voldenfjord
Rövdefjord
Rövde
Velsvik
VOLDEN
Hoggen
Vatne
Björdalen
Kvandals V.
Bakkedals
Kristad St.
Koppe Fj.
Dalsfjord
Dalsfjord
Folkestad
Rödsätvik
Sövde
Norddal
Öste Fj.
Björnesät
Botnen
Mataskeu
Ostefjorden
Böhorn
Kviven
Hornindal
Hornindals V.
Nordfj. Ejd
Ejd
Hundviks Fj.
Utfjord
Invikfjord
Gloppen Fj.
Gloppen
Skjäringen
Sandene
Vereid
Bredheims V.
Bredhejm
Kvitegen
Lösåthorn
Frislihorn
Saaten
Skrede
Gitteregen
Holme Fj.
Rodberg
Tegjen
Indviken
Hildehalsen
Vanberg
Faleide
Visnäs
Ophejms
Loen
Loen V.
Olden
Sunde
Stryn
Stryn V.
Nedstryn
Tronstad
Hellesylt
Sunelven
Sunelvsfjord
Tryggestad
Helgesät
Geirangerfjord
Gejrangen
Blaahorn
Blomberg
Fibelstad
Urbakken
Kviteggen
Horndals rokken
Skjelstad
Lien Fj.
Jura
Lillet eg
Stolten Fj.
Mulsvor horn
Gulekop
Kirkenibben
Krave Fj.
Glomsd. Brä
Bindals Fj.
Flo Fj.
Fure
Mark
Erdalen
Bödalen
Bödals Fj.
Lodalskaup
Kjendals Brä
Kjendalskona
Krone Brä
Nesnibben
Store Cecilien krona
Jostedals Brä
Augsburgnibba
Briksdal
Briksdals Brä
Snenipa
Bergems
Mycklebostad
Moldestad
Vora
Raad Fj.
Duneggen
Svinestrand
Fröjsäter
Molven
Utvedal
Verld
Utviken
Blaa Fj.
Prästedalen
Skarsten
Gjerdeakslen
Nonsnibba
Grytrejdsnib
Skjölbrej
Visdalseggen
Storeskars egg
Seseggen
Hyen
Gjegnet
Gjegna Brä
Oksendal
Bræ
Jelsnäs
Kleppenäs
Osmundnäs
Gimmestad
Arnestad
Ejdsfos
Vasenden
Norske Mile
Kilom.

2 more). This interesting excursion, which is often made by ladies, is not difficult in good weather. — (2) To the *Langedal*, 10 hrs. (3 on the glacier, not difficult), where quarters are to be had at *Nordre Næs;* thence to Solvorn (p. 135). — (3) Over the *Befringskar* to Lunde (p. 171) and Fjærland (14 hrs.; p. 129).

The road to Egge turns to the left into the narrow **Vaatedal,** flanked with high mountains, and descends the valley. On the right rises the *Hægheimsfjeld*, on the left the *Svenskenipa* (p. 172). The road crosses to the right bank. The valley expands. On the right towers the conical *Eggenibba* (5250 ft.), which may be ascended from Egge (6-7 hrs.; bridle-path to the Eggesæter, halfway).

9 Kil. **Egge** *i Vaatedalen* (558 ft.; **Hotel Germania*, R. 1 kr. to 1 kr. 40, D. 2, B. or S. 1 kr. 50 ø.; the landlord, G. Kristensen, speaks English).

We now skirt the E. side of the *Bergemsvand* (470 ft.). On the left rises the *Raadfjeld*, on the right the *Vora*. Beyond the gaards of *Bergem* the road crosses a brook issuing from the Sanddalsvand on the right and divides: to the left it descends to Red (11 Kil. from Egge; p. 172); to the right it ascends to —

Moldestad (about 7 Kil. from Egge), where another road comes up from Red on the left, and whence a road leads to the E. to Fosheim and Myklebostad. Beautiful retrospect of the Eggenibba.

To *Fosheim* 5 Kil., and thence past the *Sanddalsvand* to *Myklebostad* nearly 4 Kil. more. From Fosheim a fine glacier pass leads past the Store Ceciliekrona to Olden (p. 176). From Myklebostad we may ascend the *Snenipa* (6063 ft.).

The road to Utviken now crosses a high hill which separates the Bredheimsvand from the Invikfjord, and first ascends and then descends so steeply that walking is faster than driving (from Moldestad to Utviken $3^1/_2$-4 hrs.). Good walkers will therefore probably prefer to walk from Moldestad to Utviken (or the reverse) and to hire a vehicle for their luggage only. In the reverse direction the walk must be continued to Egge; as Moldestad is not a station.

The road ascends between the *Skavlevægge* on the right and the *Fællefjeld* on the left. As we ascend, a view to the right is gradually disclosed of the vast snow-expanses of the *Gjetenyk* (5823 ft.). At the top of the ascent we reach a plateau of moor (2074 ft.), where the road undulates considerably, passing numerous boggy ponds and glacier-blocks. To the S.W. we have a final retrospect of the Skarstenfjeld (p. 172), with its sharply defined outline. On the N. margin of the plateau we at last come in sight of the Invikfjord far below, commanded on the N. by the Laudalstinder, the Storhorn with its large glacier, and the Hornindalsrokken. The descent is rapid at first and afterwards in gradual windings, which the walker may avoid by easily-followed shortcuts. The *Stor-Elv*, which descends in numerous falls on the right, turns several mills at Utviken.

26 Kil. (from Egge, 19 from Moldestad) *Verlo i* **Utviken** (p. 175), whence a ferry-boat plies to *Faleide* twice daily.

b. The Nordfjord.

STEAMERS (not all with separate state-rooms), from Bergen to *Faleide* 4 times a week in 21-36 hrs. (fare 14 kr. 80 ø.); thence to *Visnæs* 1/2 hr. more (15 kr. 30 ø.); to *Loen* 1 hr. beyond Visnæs (15 kr. 60 ø.); and to *Olden* 1 hr. more (15 kr. 60 ø.).

The OVERLAND ROUTE (p. 168) may be combined with a visit to the Nordfjord as follows: from *Sandene* (p. 172, 175) or from *Utviken* (p. 175) steam direct to *Visnæs*, *Loen*, or *Olden* (pp. 176, 177); excursions in the Loendal and the Oldendal, one day each; continue overland route from Faleide onwards viâ Grodaas (p. 181) or from Visnæs up the Strynsdal and Videdal when the new road is finished (see p. 180).

The *Nordfjord*, running parallel with the Sognefjord, one degree of latitude farther to the N., but scarcely half the length (50 M.), extends inland to the N.W. slope of the *Jostedalsbræ* (p. 125). In this the case also the finest scenery is to be found in the inmost recesses of fjord, here of unusual grandeur and picturesqueness. In the purity and clearness of their ice the glaciers far surpass those of the Hardanger Fjord and the Sognefjord. Different parts of the fjord have different names. The name 'Nordfjord' formerly applied to the N. part of the Nordre Bergenhus Amt, but is now generally given to the fjord also. — The long sea-voyage from Bergen to the Nordfjord can hardly be recommended. Most travellers combine it with the overland route to or from Molde in the way above indicated.

Steamer from Bergen to *Moldøen* (13 1/2-15 hrs.), see pp. 166, 167. The steamer then retraces its course and steers to the E. between *Vemelsviken* and *Gangsøen* into the **Nordfjord.** The first station is *Rugsund*, on the S. side, opposite the *Rugsundsø*.

From the next station *Bryggen*, on the N. bank, a road leads over the *Maurstadeid* (2080 ft.) to Aahjem on the Vanelvsfjord (20 Kil.; p. 167). — We next call at *Haugs* or *Haus* in the *Daviksfjord*, also on the N. bank; at *Daviken*, in a pretty bay of the S. bank, once the residence of the poet Claus Frimann (d. 1829); and at *Domsten* or *Dombesten*. Splendid view to the S. of the *Aalfotebræ*.

The fjord now forks into the Isfjord to the S.E. (p. 175) and the **Eidsfjord** to the N.E., where the steamer touches at *Starheim*, *Naustdal* or *Nøstdal*, and (5 1/2 hrs. from Moldø) —

Nordfjordeid (**P. Boaths Enke's Hotel; Hindnes' Hotel; Aaland's Private Hotel*). — From Nordfjordeid a road ascends the valley to *Nor* or *Nord* (7 Kil.; fast skyds-tariff), on the **Hornindalsvand,** the geological continuation of the Eidsfjord, and 184 ft. higher, while its depth extends to 1310 ft. below the sea-level. Its lofty banks are partly wooded. From Nor a steamer plies thrice weekly in 3 1/2-4 hrs. to *Grodaas* (p. 181).

FROM NORDFJORDEID TO VOLDEN (p. 190), 46 Kil., a road (fast skyds-tariff) leads to the E. along the Eidsfjord to a bifurcation, whence the road to the left leads to Naustdal (p. 174), and that to the right to (15 Kil.) the slow station of *Smørdalen*. Fine view of the Gjegnalundsbræ (p. 175) behind us. The road crosses the pass (1640 ft.) and descends rapidly to (11 Kil., pay for 13) the slow station of *Søndre Birkedal*, on the lake

of that name, with picturesque rocky environs. Then, past *Kile*, to the (10 Kil.) slow station of *Strømshavn*, on the *Kilefjord*, the S.W. bay of the Voldenfjord, and by boat across the fjord to (10 Kil.) Volden.

From Søndre Birkedal an interesting path ascends the *Laurdal* and crosses the fjeld to the Dalsfjord. On the way we may ascend the *Felden (4293 ft.) for the sake of a grand mountain and glacier view, in which case the whole route takes 8-10 hrs. (with guide). We descend to *Indre Dale*, opposite the Indsel-Sæter (p. 168), on the *Dalsfjord*, an arm of the Voldenfjord. Thence to Volden by boat about 14 Kil.

Returning to the entrance of the Eidsfjord, the steamer rounds the promontory of *Havnnæs* and enters the **Isfjord.** Beyond the promontory of *Askevik* we enter the *Aalfotefjord*, where the steamer calls at *Aalfot*. To the S. of the Isfjord we see the **Øksendalsstrenge*, the discharges of the *Aalfotebræ* and the *Gjegnalundbræ*, which descend in fine cascades from the *Vestre* and *Østre Øksendal*. We approach quite close to these falls in leaving the Aalfotefjord. Farther on we pass the mighty *Skjæring* (4075 ft.), with the solitary farm of *Skjeistrand*. The fjord here is called the **Hundviksfjord.** We cross the mouth of the *Hyefjord*, which cuts deep into the S. bank, to the station *Hestnæsøren* (quarters at the post-office). Some of the steamers go on to *Hyen*, at the S. end of the fjord.

In the Hyefjord, opposite Hestnæsøren, opens the **Skjærdal**, a grand valley, from which we may ascend without much trouble the *Gjegnalund* (5683 ft.), a splendid point of view. Interesting glacier-walks from the Skjærdal to *Hope*, near the S. end of the Hyefjord, and to Øksendal (see above); guide and rope necessary. The sæters afford tolerable quarters. Deer and fish abound. Bears also occur.

We enter the *Gloppenfjord*, with *Ryg* and the church of *Gimmestad* on the W. bank, and the church of *Gloppen* on the E. bank, and reach (3½-5 hrs. from Nordfjordeid) —

Sandene (*K. G. Sivertsen's Hotel*, R., B., or S. 1 kr. each; *Hôt. Gloppen*, near the pier, same charges), charmingly situated at the S.E. end of the fjord. Beautiful walks and good trout-fishing near. Road from Sandene to the Bredheimsvand, see p. 172.

We return to the main fjord, called *Utfjord*. The hills are prettily wooded and dotted with farms. Farther on we have a view of the glaciers to the S.E. (Store Cecilienkrona, Grytereidsnib). Stations *Rysfjæren*, on the S. bank, and *Rand*, on the N. bank.

Verlo i **Utviken** (**Hôtel Britannia*, kept by Landhandler Loen, R. & B. 1 kr. 20 ø. each, D. 2 kr. 80 ø.), on the S. bank (3½ hrs. from Sandene), is a pretty scattered village with a church. The road from Egge (p. 173) ends here. Steam-launch twice daily to Faleide (in 1 hr.; 1½ kr.) and to Visnæs, Loen, and Oldøren (2½ hrs.; 3 kr.).

The fjord, now called **Invikfjord,** turns sharply to the N. On the left rises the *Sølvbjergfjeld*, with several gaards on its slopes. On the right, in a beautiful bay, lies the steamboat-station *Indviken* (no inn), with its church, at the mouth of the wild *Præstedal*, which is flanked by the *Skarstenfjeld* (5384 ft.), on the N., and the *Størlaugpig* (5544 ft.; both easy and interesting ascents), on the S. We next steer round the promontory of *Hildehalsen*, where the fjord again turns to the E., to —

Faleide (**Tenden's Hotel*, three houses; R. 1 kr. 20, B. or S. each 1 kr. 40 ø., D. 2, pens. 4 kr.; landlord speaks English; several good guides), an admirable centre for excursions, but often crowded in summer.

Excursions. To the E., by the new road (p. 181), to the gaard *Svarvestad* and up to the gaard of *Langesæter* (about 800 ft.), on the lake of that name, abounding in fish. Or from Svarvestad we may follow the level road to Stryn (see below). Row to *Indviken*, and walk thence into the *Præstedal* (p. 175) or ascend the *Skarstenfjeld* (p. 175; 4-5 hrs.; notable view). Row in 1½ hr. to *Rake* and ascend the *Opheimsfjeld* (see below). Visit the grand glacier-valleys of *Loen*, *Olden*, and *Stryn* (noting that the steam-launch mentioned at p. 175 calls at Visnæs and Oldøren).

At Faleide the fjord is superb. Beyond it towers the castellated *Aarheimsfjeld* (2018 ft.), at the foot of which opens the *Strynsdal*. At the mouth of this valley lies the steamboat-station —

Visnæs (**Hôtel Central*, kept by Peter Tenden, also a skyds-station, R., B., or S. 1 kr. 10 ø. each; **Visnæs Hotel*, both at the pier), on the road about 9 Kil. from Faleide viâ *Lunde* and *Toning* (Hot. Wiig; cariole 1 kr. 52, stolkjærre 2 kr. 30 ø.). It is the starting-point for the Strynsdal and the Videdal (pp. 179, 180).

In the distance, a little to the right of the Aarheimsfjeld, are the *Skaala* (6360 ft.; 'bowl'), with its glacier-basin, and the Sandenib (p. 178); nearer rises the Auflemsfjeld (see below), which separates the Loendal from the Oldendal. To the right, behind the Auflemsfjeld, appears later the Melheimsnib (p. 178). To the S. we look up the Oldendal, with the Store Ceciliekrona (p. 177) on the W. and the Ravnefjeldsbræ on the E. On the N. bank rises the *Opheimsfjeld*, a splendid point of view (ascent from the gaard *Rake*, 2 hrs.). We next call (1 hr. from Faleide) at —

Loen, or *Loøren* (*Hôtel Victoria*, R. or B. 1 kr. each, D. 2, S. 1-1½, pens. from 4 kr., English spoken; *Hôtel Alexandra*, two large houses with a good reputation; Engl. Ch. Serv. in July & Aug.), with a small church, at the mouth of the Loendal (p. 178), bounded on the N. by the *Lafjeld* and on the S. by the *Auflemsfjeld* (5090 ft.). This is a capital centre for excursions. The host of the Alexandra Hotel owns the fishing in the Loendals-Elv (comp. p. xxv).

Lastly, returning a little, we steer to the S. into the bay of Olden. To the S. towers the Store Ceciliekrona (p. 177).

Olden, or *Oldøren* (**Yri's Hotel*, a large new house, R., B., or S. 1 kr. each, D. 2, pens. 3 kr.; English spoken), reached in ½ hr. from Loen, lies at the mouth of the beautiful *Oldendal*, and is another good centre for excursions.

Excursions to the Oldendal, Loendal, and Strynsdal.

The three valleys *Oldendal*, *Loendal*, and *Strynsdal*, to the S.E. and E. of the Invikfjord, extend into the heart of the Norwegian Fjeld, and to the Jostedalsbræ (p. 174). Each of these valleys is occupied by a lake, 11-16 Kil. long, formed by an ancient moraine (*Eid*), which separates it from the fjord. All three lakes, but especially those in the Oldendal and Loendal, are enclosed by huge precipices rising to 5000 ft., over which tower peaks to a height of 1000-1500 ft. more. From these descend

glaciers on every side. From fissures in the rocks issue many glacier-streams, giving a milky tint to the green waters below. The abundance of trout and salmon attracts many anglers.

The three excursions are similar, and those who are much pressed for time may content themselves with two of them or even with one. In the latter case the *Oldendal* should, perhaps, be selected on account of the easy accessibility of the glacier hence. The lakes of all three valleys are traversed once daily by STEAM LAUNCHES (starting 1 hr. after the arrival of the Fjord steamer), which, though not particularly clean, are preferable to the ROWING BOATS (Skyds-Tariff C) on account of their speed (especially in windy weather). Luncheon, to be consumed on the glacier, should be brought. — GUIDES are not neccessary except for the glacier. The best are said to be *Lars Jonssen Batalden* and *Halstein Muri* of Olden, *Thor Antonsen Greidung* of Opstryn, the two *Nœsdals* (p. 179), and *Kristoffer Rustøen* (see below).

1. *EXCURSION TO THE OLDENDAL (there and back, 8-10 hrs.).

Olden, see p. 176. The road to Eide (5 Kil., a pleasant walk of 1 hr., stolkjærre 1½ kr.) crosses (20 min.) the milky stream, which here forms the *Løkenfos*, and leads past the W. side of the pretty *Floenvand* to the six gaards of —

Eide, at the N. end of the ***Oldenvand** (120 ft.), a lake stretching towards the S., 11 Kil. long and barely 1 Kil. broad, enclosed by precipitous rocks. The steam-launch 'Victoria' (1½ kr., there and back 2½ kr.), the best and least dirty on the three lakes, makes the passage in 1-1¼ hr. A rowing-boat to the head of the lake and back, with two rowers, costs 5 kr. and takes 2 hrs.

On the left, soon after starting, we see the gaard of *Sandnæs*, and on the right an ancient moraine with the gaard of *Bennæs*, above which rises the *Bennæs-Klaaven*. Waterfalls on every side. To the right rise the huge precipices of the *Store Ceciliekrona* (5825 ft.; ascent fairly easy, guide 6 kr.). To the left, by the side of torrents, lie the gaards of *Haahjem*, *Strand*, and *Gjerde*. To the S. the lake appears walled in by the *Synsnib*, but nearing Sunde, we see through an opening to the right the *Grytereidsnib* (5615 ft.) and the *Yrinib* with two glaciers. — The strait of **Sunde* has been formed by the deposits of two streams descending on the left from the *Sundebræ*, between the *Gjerdeaxele* (6420 ft.) and the *Neslenib* (4860 ft.). On the same bank are the gaards of *Sunde*. A strong current flows through this narrow strait. On rounding the sombre steeps of Synsnibben, we obtain a magnificent **View of the S. half of the lake, which here expands a little. The Mælkevoldsbræ, a huge and imposing glacier, seems to descend to the head of the lake. To the right towers the Yrinib, with its waterfalls, and at its base lie the gaards of *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with its waterfall. On the left is the precipice of the *Kvamfjeld*, with several other cascades. We land at —

Rustøen (Rfmts. at the guide *Kristoffer Rustøen's;* cariole to the Brigsdal, about 5 Kil., 2, stolkjærre 3 kr.). A good road leads across swampy alluvial lands to (½ hr.) *Mælkevold* (whence a pass crosses to Aamot, p. 172). To the left, on the opposite bank of the stream, are the *Augsburgnib* and the gaards of *Aubrekke*, and above

these the great glacier of that name. At the head of the valley is the beautiful *Mælkevoldsbræ*, imbedded between the *Kattenak* and the *Middagsnib*. To the right of the glacier is the pretty twin fall of the *Vaalefos*. The road trends to the left, crosses the stream, and ascends the *Brigsdal* or *Briksdal* to (1 hr. from Rustøen) —

Gaard Brigsdal (490 ft.; refreshments).

A footpath on the right bank of the *Brigsdals-Elv* ascends to the (20 min.) *Waterfall* of that stream, and to a higher zone of the valley, where we obtain a striking view of the ***Brigsdal**sbræ, the blue ice-waves of which tower above birch and alder woods. Our route leads through the wood to (1/4 hr.) the foot of the glacier (1000 ft.), an offshoot of the Jostedalsbræ, containing a superb ice-cavern, from which the stream issues. Another glacier, from which waterfalls and occasionally blocks of ice descend, is seen high up to the S.

The Brigdalsbræ is itself impassable, but good climbers, with an able guide, may ascend by its side to a height of 5500 ft., pass round a rocky height to the *Mælkevoldsbræ* to the S., and climb down along the E. side of the latter to the gaard *Brigsdal*.

2. **Excursion to the Loendal (7 hrs., there and back). Previous enquiry should be made as to the condition of the path on the Kjendalssand (comp. p. 179). After much wet weather, the expedition should be abandoned.

Loen, see p. 176. The road to the Loenvand (stolkjærre 1 kr.; a pleasant walk) ascends on the right bank of the torrent. We follow the main road, which trends to the right. The landscape, with its trees, shrubs, and green meadows, looks like a park. Above it tower great mountains, partly snow-clad. The road crosses the stream coming down from the *Fosdal* on the left. The Loendals-Elv forms the *Haugfos*, a fall of horseshoe shape. In 25 min. from Loen if driving, in 3/4 hr. if on foot, we reach —

Vasénden, at the N. end of the ***Loenvand**, an Alpine lake in the grandest style, 12 Kil. long. It is traversed by the poor steam-launch 'Lodølen' (1 1/2 kr., return-fare 2 1/2 kr.), which takes 1 hr. to reach the head of the lake. A rowing-boat (there and back 5 1/2 kr., with two rowers; a third seldom required) takes about twice as long.

Soon after starting we are in full view of the whole lake. On the left, above the gaard of *Sande*, rises the *Sandenib* (5425 ft.), on the right are the *Auflemsfjeld* and the *Melheimsnib* (5428 ft.). From all the mountains, especially from the *Ravnefjeld* (6575 ft.) on the right, descend large glaciers, all, however, ending high above the lake. At the *Brengsnæs-Sæter*, on the left, a lofty waterfall descends from the Skaalebræ (p. 179). On the W. side of the lake is the huge *Hellesæterbræ*, terminating abruptly at a height of about 3900 ft., from which ice-avalanches fall in hot weather, first over a sheer precipice of 300 ft., and then in a stream spreading out like a fan and almost reaching the lake. When there are no avalanches about ten waterfalls pour over the precipice. On the

E. bank are the gaard of *Hogrending* and a waterfall coming from the *Ostendalsbræ*. The W. bank is uninhabited. On the E. rises the *Kværnhusfjeld* (5700 ft.), with the gaard of *Rødi* at its foot. To the W. is the serrated *Ravnefjeld* (6575 ft.), the base of which we skirt towards the S. On the left we look up the *Bødal*, with the gaard of that name, backed by the *Skaalfjeld* with the *Skaalbræ*.

From the gaard of Bødal we may visit the *Bødals-Sæter* and the adjacent *Bødalsbræ* (1½-2 hrs.). Sleeping at the sæter, we may ascend the *Lodalskaupe* (6790 ft.; 8-10 hrs.; p. 139), bringing a guide from Loen; or cross the *Skaalfield*, where a hut of the Tourists' Society was opened in 1895, to *Gredung* in the Erdal (p. 181).

The lake contracts to a strait. In front of us towers the *Nonsnib*, rising sheer to the overwhelming height of over 6000 ft. To the right, in front of it, opens the *Kvandal* or *Næsdal*, with its glacier, adjoining which is the *Utigardsfos*, a waterfall 2000 ft. high, descending from the glaciers of the Ravnefjeld. Passing through a bend of the lake, we enter the impressive ***Basin of Næsdal,** bounded by the Ravnefjeld on the W., the Nonsnib on the S., and the Bødalsfjeld on the E. Between the last two peep the *Kronebræ* and the *Kjendalskrona* (5995 ft.). The grandeur of the scenery here is unequalled in S. Norway. On the alluvial land at the mouth of the *Kvandals-Elv*, the outflow of the Kvandalsbræ, lie the turf-roofed gaards of *Næsdal*. At the landing-place, at the mouth of the stream, is a cottage where refreshments may be obtained. The steam-launch waits here about 3 hrs.

A tolerable path, leading first over marshy ground, ascends the valley viâ the *Kjendalssand*. (In wet weather this route is impassable; the long and highly uncomfortable route round the base of the W. mountain should be absolutely avoided.) After about ¾ hr. suddenly appears the ***Kjendalsbræ**, on which waterfalls descend from the right. In ½ hr. more, crossing part of the glacier-stream on stepping-stones, we reach the glacier. The stream issues from a magnificent vault of blue ice. It is dangerous to walk on the glacier, or even to go too near it on account of the falling stones.

From Næsdal (tolerable quarters at *Jacob Næsdal's*) across the *Jostedalsbræ* to the *Jostedal*, a grand expedition of about 15 hrs. (comp. p. 138). Guides, *Jacob* and *Simon Næsdal*.

3. **A Visit to the Strynsdal and the Videdal may be made in one day (as far as the Vide-Sæter) from Visnæs (10-11 hrs.; provisions should be taken). This route will be of considerable importance when the new road is completed (pp. 61, 60), as it then will form, in connection with the road from Grotli to Marok, the most striking route from the Nordfjord to the Geiranger Fjord.

Visnæs, see p. 176. The road (cariole to Sunde 1 kr. 87, stolkjærre 2 kr. 81 ø.; driving necessary for passengers from Faleide to catch the steam-launch) crosses the *Stryns-Elv* and follows its N. bank to *Ytre Eide*, the church of *Nedstryn*, and the gaards of *Gjørven* and *Øvre Eide*. On the other bank of the foaming torrent stands

a house erected by the English anglers who hold the lease of the fishing. To the left of the road is a large giant's caldron or pot-hole (p. 267). Farther on we pass the small lake of *Nedre Floden* and cross to the S. bank, on which lies (11 Kil. from Visnæs) —

Sunde or *Mindresunde (Bødal's Hotel)*, the starting-point of the steam-launch 'Frithjof Nansen', which crosses every forenoon to Hjelle in 1¼ hr. (fare 1 kr. 20 ø.). Sunde is not a skyds-station, but small boats may generally be procured and may be preferred by leisurely travellers to the dirty launch (boat with two rowers to Hjelle 2½ kr.). Carriages may also be had here for driving back to Visnæs. — The skyds-station is 3 Kil. farther to the E., at —

14 Kil. *Bergstad* or *Berstad*, below the gaards of *Meland*.

The ***Strynsvand** or **Opstrynsvand** (80 ft.), the third of the Alpine lakes to the E. of the Nordfjord, is not less imposing than the Oldenvand and Loenvand, and even surpasses them in variety. It is 16 Kil. long and at first is narrow. The *Store Sundfos* descends on the left. To the right is the gaard of *Dispen*, below the glacier of the same name. In front the scene is closed by the Flofjeld, behind by the sharp Kirkenibbe. To the left rises the wall of the *Skjibergsfjeld*, beyond which opens the *Vesle Bygdal*, with its gaards. At two islets, beyond the gaard of *Lindvik* (on the left), the lake expands, bends to the S.E., and reveals its full grandeur. To the left is the *Marsaafos;* then the *Flofjeld* (4400 ft.), with the *Rindalshorn* (5950 ft.) behind it, and the gaards of *Flo* (720 ft.; good quarters; footpath to Bjørdal, with guide, see p. 182) perched in front of it. To the right is the 'nose' of *Tunoldshaugen*, with the gaards of *Tunold*, and (higher up) *Brække* and *Aaning*. Farther on, to the right, are the *Church of Opstryn* (guide, Thor Antonsen Greidung), and the gaards of *Fosnæs*, above which appears the *Fosnæsbræ*, descending from the Skaala (p. 176). On the other side we see into the *Glomsdal*, with the gaards of *Glomsnæs* and *Sigdestad;* below is a fine waterfall. The huge *Hjellehydna* separates the *Videdal* from the *Erdal*, into which the Jostedalbræ sends down its long tongues of ice. At the mouth of the Videdal lies —

Hjelle or *Jelle* (fast station, but with a limited number of horses and carriages only; accommodation poor and dear).

Most travellers make this the starting-point for their visit to the ***Videdal** (p. 62), which, in connection with Grotli-Marok, affords an excellent route from the Nordfjord to the Geiranger Fjord. Skyds from Hjelle to (12 Kil.) *Viden* in 1½-2 hrs. (cariole 2 kr. 21 ø., stolkjærre for two persons 3 kr. 32 ø.), there and back including stay 3-3½ hrs. Tariff of carriages to Grotli and Marok, see p. 183.

The traveller will also be repaid by a visit to the wild **Sundal**, to which a poor road diverges to the right about 2 Kil. from Hjelle. It leads to the gaard of *Sundalen* (8 Kil.), whence we may walk to the *Sundals-Sæter* (1½ hr.), splendidly situated.

At the S.E. end of the Strynsvand opens the sombre Erdal, at the head of which the Gredungsbræ is visible. Before us, to the right, is the *Tindefjeldsbræ* with the *Tarsehydna*, and to the left, the *Ryghydna*

(5325 ft.) and the *Sæterfjeld* (6200 ft.), all with great glaciers, forming a most impressive scene. We land at the gaard of *Mørk* or *Grønfur*, cross the *Erdøla* to the gaard of *Erdal*, and ascend the *Erdal, by *Berge* and *Tjælhoug*, to the gaard of *Gredung* (30-40 min.; tolerable quarters). Thence, with a view of the *Erdalsbræ* or *Gredungsbræ*, which stretches down between the *Strynskaupe* and the *Skaalfjeld*, we ascend in 2-2½ hrs. to the loftily-situated *Gredungs-Sæter*, at the foot of the fissured glacier (2315 ft.). — The route from the Gredungs-Sæter over the Jostedalsbræ to the *Lodalskaupe* (p. 179), and past it into the *Jostedal* (p. 179), takes 8-10 hrs., and requires an experienced guide (from Gredung, 13 kr.). — Over the *Skaalfjeld* to the *Bødal*, see p. 179.

c. From the Nordfjord to Aalesund and Molde.

ROAD from Faleide or Visnæs to *Hellesylt* with fast stations. The entire journey (8-9 hrs.) is often performed without change of horses, with a rest of 1½ hr. at Grodaas. — STEAMER from Hellesylt to *Marok* in 1½ hr. (fare 1 kr. 10 ø.). — STEAMER from Marok to *Sjøholt* in 4½-8 hrs. (fare 3 kr. 10 ø.), to *Aalesund* in 6½-11 hrs. (fare 4 kr. 80 ø.). — ROAD from Sjøholt to *Vestnæs* (26 Kil.) with fast stations. — STEAMBOAT from Vestnæs to *Molde* in 1 hr. (fare 95 ø.).

The district of **Søndmøre**, through which this part of our route passes, unlike most other parts of Norway, is remarkable for its distinct mountain-chains and peaks. The *Geiranger Fjord* (p. 183) and the *Jørundfjord* (p. 188) present a contrast which illustrates on a small scale the different characteristics of Norse scenery. — Among standard BOOKS may be mentioned *Strøm's* Søndmøre's Beskrivelse, 1742-66; *Magdalena Thoresen's* Billeder fra Vestkysten of Norge (Copenhagen, 1772); *Peder Fylling's* Folksagn fra Søndmøre (2 vols., Aalesund, 1874-77); also a full and detailed guide-book by *Kristoffer Randers*, 'Søndmøre' (Christiania, 1890). For map by Randers, see p. xxvi.

At the gaard of *Svarvestad*, about 2 Kil. from Faleide (p. 176) and 7 Kil. from Visnæs (p. 176), the road ascends in steep windings to the N.W., affording fine retrospects, through openings in the wood, of the fjord and the mountains to the S. The highest point of the road is about 800 ft. above the sea. Then up and down hill, past the gaards of *Lange-Sæter*, *Flore*, and *Sindre*, with frequent views of the fjelds (the Holmefjeld to the W., the Gulekop to the N., etc.). We descend to —

12 Kil. (pay for 17 from Faleide, 23 from Visnæs) *Kjøs* (*Hôtel Kjøs, moderate), on *Kjøsbunden*, the S.E. bay of the *Hornindalsvand*. We may row from Kjøs to Grodaas, but driving is quicker. The hilly road skirts the lake and rounds the *Kjøsnebb*.

6 Kil. (pay for 8) **Grodaas**, or *Grødes* (**Navelsaker's Hotel*, R. 1-1½, B. 1-1¼, D. 1½-2, S. 1-2, pension 4½ kr., English spoken; **Raftevold's Hotel*, well spoken of) is charmingly situated at the E. end of the *Hornindalsvand*, a lake abounding in fish and enclosed by wooded hills, on which a steamboat plies several times a week (see also p. 174). A little to the N. is the church of *Hornindal*. To the N.W. rises the *Hornsnakk*.

EXCURSIONS from Grodaas to *Hornsnakken*, *Kjøsnebben*, and other heights, 2½-3 hrs. each. — The *Gulekop* (p. 182) and the *Glitteregg* (4173 ft.; 5-6 hrs.), which rises from the lake to the S., are among the other peaks ascended hence.

From Grodaas a bridle-path leads by *Tommasgaard* and *Lødemel* (where Rasmus A. Lødemel is a good guide, who speaks English) to the

pass of **Kviven** (2795 ft.) and past the *Kvivdals-Sætre*, where it joins a path from Oterdal on the Hornindalsvand, to (5 hrs.) *Kaldvatn*, on the road from Bjerke to Førde on the Østefjord (p. 188).

A finer but longer route is the passage of the *Hjorteskar* to Rørstad (7-8 hrs.). This route ascends the Hjortdal (see below) to the *Hjortdals-Sæter*, leads through the *Blaabrædal* and along the glacier to the pass between the *Lauedalstinder* and the snow-clad *Storhorn* (5184 ft.), and descends the *Lauedal*, passing the *Lauedals-Sætre*, to *Rørstad*, on the Kaldvatn and Bjerke road (p. 188).

The steep road ascends the Hornindal, passing several pleasant gaards, the *Dønefos*, and the entrance to the *Hjortdal*. The valley expands farther up, and is flanked with snow-clad mountains. On the right rises the huge *Gulekop;* in front of it the *Seeljesæterhorn* (2210 ft.), below which opens the *Knudsdal;* then the *Mulsvorhorn* (2700 ft.); to the left, the *Brækegg* (4320 ft.) and *Lilledalsegg*.

9 Kil. (pay for 11, but not in the reverse direction) *Indre Haugen* or *Hougen*, a poor station. The intelligent station-master acts as a guide to Hornindalsrokken, etc. A cariole may be hired here to (20 Kil.) Fibelstad-Hougen (p. 187). — Farther on we have a view, up a side-valley to the left, of the almost inaccessible-looking *Hornindalsrokken* (5015 ft.; ascent from Hougen 10 hrs., driving practicable for 2 hrs.; extensive view). We then cross the boundary of Søndmøre to the *Romsdalsamt*.

6 Kil. *Kjelstadli*. Travellers on their way N. do not usually stop here; those from the N. change horses here and pass Indre Hougen without stopping. The new road avoids the hill to the left on which the station formerly lay.

Grand scenery again. To the left opens the glacier-valley of *Kjelstad;* to the right the *Rørhusdal*, with the pointed *Rørhusnibba*. We descend to *Tronstad* (1130 ft.), a little to the N. of which, by *Tryggestad*, the *Nebbedal* (p. 186) opens to the left. Fine view of the Fibelstadnibba.

The road descends on the left bank of the *Sundals-Elv*, the valley of which soon contracts to a deep ravine. To the left opens the *Mulskreddal*. Splendid view of the Sunelvsfjord and its mountains. The road crosses the stream, which enters the lake in the form of a waterfall, passes the church of *Sunelven*, and reaches —

13 Kil. **Hellesylt** (**Grand Hôtel*, R., B., or S. each 1½, D. 2 kr., cuisine not particularly good; *Tryggestad & Stadheim's Hotel*, fair; Engl. Ch. Serv. in July & Aug.), grandly situated at the head of the ***Sunelvsfjord**, an arm of the *Storfjord*, on which large steamers from Aalesund ply four times weekly. Rowing-boat from Hellesylt to Marok in 3-4 hrs. (21 Kil.; with 2 rowers 4½, with three 7 kr.). — Vehicles usually await the arrival of the steamers.

FROM HELLESYLT TO THE STRYNSVAND, 23 Kil. We drive up the valley to the S.E., passing the fine waterfalls (8 Kil.) *Dønefos* and *Frøjsefos*, to *Bjørdal* and *Voldsæter* (quarters). Thence a bad footpath leads by the *Øvre Flo-Sæter* (quarters if need be) and the *Nedre Flo-Sæter* to *Flo*, on the Strynsvand (p. 180). We have to row over the two northernmost of the three lakes we pass; enquiry should be made at Nordbakke or Flo and a man hired to row. The carriage-road is to be continued to Flo.

Fine view of Hellesylt and the waterfalls (p. 182) as we steam down the fjord. On the E. side of the fjord towers the *Nokkeneb* (4373 ft.). On the W. side we observe the gaard of *Ljøen*, whence a road winds up the *Ljøenbakker* (about 2000 ft.) and crosses the *Ljøfjeld* to Slyngstad (p. 185).

Opposite is the mouth of the ****Geiranger Fjord,** into which we steer, notable for its picturesque cliffs and its numerous waterfalls. On the right the Nokkeneb; on the slope to the left the gaard of *Madvik*. Farther on, to the right, are the gaards of *Syltevik* and (above) *Blomberg* and the mountains of the *Liadalsnibba* (4835 ft.) and *Gjerkelandsegg* (4940 ft.); the *Gråuthorn* (4425 ft.) rises on the left. The fjord now contracts. On the N. side are seen the *Knivsflaafosser* or *Syv Søstre* ('seven sisters'), falling over a perpendicular cliff into the fjord. Seven falls may be counted at the very top, but four only below. High up on the slope near them is the gaard *Knivsflaa*. Above them rises the *Gjeitfjeldtind* (5145 ft.), and farther on is the *Gjeitfondegg* (4800 ft.). From a gorge on the S. bank emerges the *Skaggeflaafos* or *Gjeitfos*, adjoining which is the gaard of *Skaggeflaa* (1640 ft.). An immense number of small waterfalls descend from the cliffs in early summer, but many of them dry up in August. Some of them shower down in spray, betraying their existence only by the streak of white foam on the fjord below; others leap from overhanging cliffs in veil-like form. When the tops of the cliffs are clouded, the waterfalls seem to come direct from the sky. Curious profiles on the rocks to the right; above these the *Prækestol* (pulpit). Opposite, to the left, is the *Gausdalsfos*. Also to the left is the gaard of *Grande*, overtopped by the *Laushorn* (4911 ft.). As we near Marok we obtain a superb view of the basin of Geiranger. High up on the right is the snow-clad glacier between the Blaahorn and the Flydalshorn. At the head of the fjord, about 20 Kil. from Hellesylt, lies —

Marōk *(Merok, Mœraak).* — *Union Hotel, a large timber-built house 3/4 M. from the pier, near the church and the waterfalls, R. 1 1/2-2, A. 1/2, B. 1 1/4, D. 2, S. 1 1/4-1 1/2 kr. — *Hôtel Geiranger, nearer the bank, with view of the fjord, moderate charges (English spoken at both of these). — Merōe's Inn, plain but good, R., B., or S. 1 kr. each. — *Hôtel Udsigten, on the road to Grotli, 3 M. from the fjord and 1000 ft. above the sea, conspicuous over the church-spire as the steamer approaches, R. 1 kr., B. 1 kr. 20 ø., D. 2, S. 1, pens. 5 kr. — *English Church Service* in July and August.

Vehicles await the steamboat: cariole to *Djupvashytten* 3 kr., stolkjærre 4 1/4 kr.; to *Grotli* 7.65, 11.50 (carr. and pair for two pers. 22.50, three pers. 27 kr., four pers. 31.50); to *Viden* 13.30, 20 kr. (39, 46.80, 54.60); to *Hjelle* 15.30, 23 kr. (45, 54, 63 kr.).

Marok is a small hamlet nestling round the head of the fjord on an old moraine, commanded by a small church. Above it opens the magnificent basin of Geiranger, through which ascends the ***Road to Grotli* (pp. 61, 60). This is a good centre for excursions. The traveller should spend at least half-a-day here in order to visit the first part of the Grotli road (best on foot).

The Grotli road is less striking when ascended than descended, but the traveller who ascends sees the waterfalls to better advantage. The largest of these is the *Storfos*, in which all the tributaries of the river unite. Just above this lies the Union Hotel. Above the second bridge of the road ('Gjerde-Bro'), on this side of the stone '100 m. over Havet', a path diverges to the left to the *Kleivafos*, a fall of the Vesteraas-Elv. About 1½ M. beyond the third bridge ('Kope-Bro'), and ½ M. beyond the stone '200 m over Havet', a guide-post points to the left towards the Storsæterfos. In 10 min. more we reach the small white inn of *Retiro*, where the view down the valley to the Skjæringsdalsbræ (p. 59) is disclosed. A steep ascent of ½ hr. leads hence to the *Storsæterfos*, behind which runs a goat-path. The road ascends, crossing the 'Hole Bro' at the *Holefos*, to the *Hôtel Udsigten*, which commands the finest view of the Geiranger valley. A little farther on, beyond the stone '300 m. over Havet', a finger-post indicates the way to the right to *Flydalsdjuvet*, a point of view about 4 Kil. from Marok, where travellers pressed for time usually turn. — The whole walk to the Djupvashytte (p. 60) takes 4 hrs. (in the reverse direction 3 hrs.). From the hut a mountain-path, from Grotli a road leads to Stryn (p. 59).

The ***Vesteraasdal**, the N. approach to the Geiranger basin, between the Laushorn and the Grindalshorn, also deserves a visit. We follow the above-mentioned path passing the *Storsæterfos* to (1½-2 hrs. from Marok) the *Storsæter* (2132 ft.). Splendid view. — We may then ascend the valley to the *Vesteraas-Sæter* and mount the *Kaldhusbakker* to the S. end of a small lake, from which we may visit the *Vesteraasbræ* to the left. Then either to the E. and down the *Sletdal* to the *Kaldhusdal*, or to the N. down the *Herdal* to the *Herdalsvand* (1618 ft.) and *Relling i Norddal* (see below).

From the gaard of *Grande* (p. 183) a steep bridle-path ascends (¾-1 hr.) the *Eidsdalsfjeld*, widening into a road beyond the top of the hill, and leading past the gaard of *Indre Eide* and the *Eidsvand*, abounding in fish, to YTREDAL (see below; 12 Kil. from Indre Eide): a splendid walk of about 6 hrs., with grand views looking back on the Geiranger Fjord, and fine mountain-scenery. (Guide unnecessary.)

Another fine excursion is that to *Skaggeflaa* (p. 183; ca. 5 hrs.). We row in 1 hr. to the *Skaggeflaanæsset*, whence the path ascends. Splendid view at the top.

The steamer returns from Marok to the *Sunelvsfjord*, generally calling again at Hellesylt before steering towards the N. Of the huge mountains flanking the fjord the chief are the *Aakernæsfjeld* (5043 ft.) on the W., projecting far into the fjord, and the *Nonsfjeld* and *Snuhorn* on the E. On the E. side are several gaards and a few waterfalls.

From the Sunelvsfjord, the entrance to which is marked by the *Oksnæs* on the W. and the *Skrenak* on the E., most of the steamers turn to the E. into the **Norddalsfjord**, the innermost arm of the Storfjord (p. 186). On the N. bank lie the gaards of *Li* and *Overaa*. On the S. bank is the rock called *St. Olaf's Snushorn*. The first station (2 hrs. from Hellesylt) is —

Ytredal, at the mouth of the valley of that name. (Route to the Geiranger Fjord, see above.) The next station is *Relling*, with the *Norddalskirke*, whence the wild *Torvløisa* (5995 ft.), a grand point of view, may be ascended in 5 hrs.

Sylte *(Gunnar Grønningseter's Inn*, good; *Døving)*, with the church of *Muri*, lies on the N. bank. A curious vein of light quartz in a rock here is called *St. Olaf's Slange* or *Syltormen*. To the E. rises the *Heggurdalstind*.

FROM SYLTE OVER THE STEGAFJELD TO THE ROMSDAL, an interesting route of 1½ day, or 1 day by driving to Langdal. The road ascends the old moraine of *Langbrekken*. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal (p. xliii). The road then ascends the *Valdal*, passing several pleasant gaards, which attract summer visitors from Aalesund. At *Rem*, a gaard 12 Kil. from Sylte, horses and carioles may be obtained. Beyond Rem we cross the stony chaos of *Skjærsurden*. At (11 Kil. farther on) the gaard of **Langdalen** (poor quarters) a guide may be obtained (unnecessary for the experienced). The road ends at *Nedre Støl*, 2 Kil. farther on. We ascend on foot through the *Meierdal* to the pass of the **Stegafjeld**, where we get a splendid survey of the Romsdalshorn, the Vengetinder, the Konge, and the Dronning, with the fjord in the distance to the N. Beyond this the path, indicated by varder, crosses the fjeld, over snow at places, and skirting several small lakes. We then turn N.E. to the Isterdal, descend the *Stegane* and pass the **Isterfos*, several hundred feet high, commanding a fine view of the Isterdalsfjeld to the left and the W. side of the Troldtinder (p. 194) to the right. In about 6 hrs. from Langdal we reach the *Sogge-Sæter*. Beyond this we may either turn to the left to (2 hrs.) Veblungsnæs, or to the right to the gaard of *Sogge* and cross the bridge to the Romsdal road (p. 192).

From Sylte we may also visit the ***Tafjord** (by rowing-boat; or, once a week, by steamer), the easternmost bay of the Norddalsfjord, very grand, though inferior to the Geiranger. On the left is a fine waterfall; on the same side, farther on, is the ****Muldalsfos**, to which a new path ascends. The upper part only is seen from the fjord. This superb fall is 500 ft. high. The steamer turns here. We may, however, row through a strait into a mountain basin. A waterfall on the right rebounds from a projecting rock, which divides it into two. In the background is the village of **Tafjord** (11 Kil. from Sylte; poor quarters), on the hill above which, to the right, are iron-mines owned by an English company. Lofty snow-mountains peer over the banks on every side.

From the gaard of *Muldal* to *Stuefloten* in the Romsdal, see p. 195. — From Tafjord a bridle-path ascends slowly, through fine and at places superb scenery, and generally skirting the foaming torrent, to (2½ hrs.) the chalet at the *Kaldhus-Sæter* (p. 59), whence mountain-paths lead to *Djupvashytten* (p. 60) and to Grotli (p. 59). — See Map, p. 58.

From Sylte we steer to the W. to the 'Bygd' of *Linge*, with its pretty gaards, and the *Liabygd*. To the left a grand view of the Sunelvsfjord up to Hellesylt. The steamer then crosses to —

Stranden (quarters at *K. Olsen's*, *P. Ous's*, and in the gaard of *Ringstad*), with its church, adjoining the steamboat-station *Slyngstad*, pleasantly situated at the mouth of the *Strandedal*.

The fjord, here sometimes called *Strandefjord* or *Slyngsfjord*, continues beautiful. Rounding the prominent *Stordalsnæs* or *Holmen*, the vessel steers into the small *Stordalsvik*, with the gaards of *Hove* and *Vinje*, at the entrance to the pretty *Stordal*. Once a week it touches at *Vagsvik*, whence we may ascend the *Laupare* (4754 ft.). Opposite, a little to the W., lies *Sjøvik*.

The steamer rounds the *Gausnæs* and (3½-4 hrs. from Sylte) reaches —

Sjøholt, or *Søholt* (**Rasmussen's Sjøholt Hotel*, with dependencies, R., B., or S. 1¼, D. 2 kr.; **Th. Sjøholt Enke's Hotel*, R. 90 *ø.*, B. or S. 1 kr. 10 *ø.*, quiet; *Engl. Ch. Serv.* in July & Aug.), pleasantly situated at the N. end of the *Ørskogvik*, and at the S.E. base of the *Lifjeld* (which may be ascended in 1½ hr.). To the

N.E. rises the *Snaufjeld* (2880 ft.), and to the S., over the Gausnæs, peer the hills on the opposite bank of the fjord. A brook entering the fjord here separates Sjøholt from the church of *Ørskog*.

Pleasant walk on the Aalesund road, to the W., with a view of the fjord. After about 1 M. we observe on the bank below a '*Laksvarp*' (called 'Gilge' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish.

Road to Aalesunn, 38 Kil. (a drive of 5-6 hrs.). Stations (13 Kil.) *Flaate* or *Flote* and (13 Kil.) *Redsæt* (slow; better therefore engage vehicle all the way from Sjøholt to Aalesund).

The Steamer to Aalesund takes 2-3 hrs. more. It touches at the small wooded *Langskibsø*, in a bay between the mainland and the *Oksenø*. The narrowest part of this bay is crossed by the road to Aalesund mentioned above. We then steer to the S. across the fjord, here for a short distance called *Nordfjord*, and then **Storfjord.** In the wider sense the latter name embraces the whole fjord as far as Sylte (p. 184). We steer round the *Aursnæs* to —

Aure or *Søkkelven* (quarters at *Mart. Vik's*, the Landhandler) on the *Søkkelvsfjord*, prettily situated amidst grand scenery. Steering in, we see the *Hammersættinder* rising above Aure on the left; to the right of them is the pointed *Strømshorn* (3240 ft.); then the *Brunstadhorn*, the *Gjeithorn*, the *Vellesæterhorn* (4750 ft.), and the *Ringdalstind*, some of them flecked with snow.

The following is a beautiful day's *Excursion. As Aure and the other places are slow stations, a vehicle for the whole trip should be engaged at Aure. From Aure we drive to the E. to (11 Kil.) *Sjøvik* (p. 185); then S. through the *Ramstaddal* to the (12 Kil.) *Nysæter* (quarters), on the lake of that name (1245 ft.), whence the *Øsekar* (3940 ft.; fine view) is easily ascended. We next cross a hill to the *Velledal*, in which *Drotninghoug*, its highest gaard, is 6 Kil. from Nysæter. Magnificent view, in descending, of the snow-mountains above mentioned. Then past the gaard of *Velle*, where the valley bends to the N., to (13 Kil.) *Strømmegjærdet*, at the S. end of the Søkkelvsfjord, whence, if preferred, a rowing-boat may be taken to (6 Kil.) Aure.

On the W. side of the Søkkelvsfjord towers the *Skopshorn* (4430 ft.). Then, on the Storfjord, comes *Tusvik*, omitted by some of the steamers. We now steer due W., past the mouth of the *Jørundfjord* (p. 188), etc., in 1¾ hr. to *Aalesund;* see p. 189.

From Hellesylt through the Norangsdal and by the Jørundfjord to Aalesund. — Instead of the direct steamer voyage to the N. from the Geiranger Fjord, the following highly attractive route may be followed from Hellesylt. Skyds from Hellesylt to (24 Kil.) *Øie* (same horse generally taken through; ca. 3 hrs.). Steamer thence to *Aalesund* two or three times a week in 3¾-4 hrs. (viâ Sæbø-Ørstenvik in 1-1½ day; see pp. 184, 190). — The route through the Norangsdal, being one of those which the passengers of the great tourist steamers make by land, is often unpleasantly crowded.

From Hellesylt up to *Tryggestad*, see p. 182. The road to Øie turns to the N.W. and ascends the **Nebbedal**, a pleasant green valley sprinkled with birches, described by *Magdalene Thoresen* in her village-tales as a most dismal place in winter, endangered by avalanches. On the right rises the *Tryggestadnakken*, separated by the

Sætredal from the abrupt *Fibelstadnib*, which forms the background of the valley the whole way. Farther on, to the left, is the beautiful glacier-girt *Kvitegg* (see below). To the N. rise the Smørskredtinder (see below).

10 Kil. **Fibelstad-Hougen** (1215 ft.; *Hôtel Norangsdal*), grandly situated on the watershed between the Sunelvsfjord and the Jørundfjord, is a good centre for mountaineering.

The ascent of the ***Kvitegg** (5590 ft.; 4-5 hrs.) is one of the finest in Søndmøre. Guides, *P. O. Kingdal* and *P. A. Lillebøe* (3-5 kr.).

FROM FIBELSTAD-HOUGEN TO BJERKE, on the Jørundfjord, a splendid walk of about 5 hrs. (with guide); to the W. up the valley to the *Kvitelvedalsskar* on the N.W. side of the Kvitegg; then past the little *Kvitelvedalsvand* on its N. side, and down its brook to the **Tussevand* (1970 ft.), where we get a view of the wild Hornindalsrokken (p. 182); round the N. side of the lake, down the *Tusse-Elv* through a series of gorges, and past the *Tussefos* to Bjerke (p. 188).

At Fibelstad-Hougen begins the ***Norangsdal**, one of the grandest and wildest valleys in Norway. The upper part is unattractive. The road leads through a bleak dale with a series of four lakes, between which the brook sometimes disappears. The poor sæters on their banks are built into the rocks for shelter from avalanches (the remains of which are visible all summer) and stonefalls. Beyond the second lake the road crosses to the right side of the valley. The valley contracts. The scenery is wildest by the perpendicular black cliff of **Staven* (over 4900 ft.), at the fourth lake. The road crosses to the left bank.

The valley expands. The abrupt sides of the valley are replaced by separate peaks. To the right, behind us, above the intervening hills, towers *Skruven* (5286 ft.). Before us successively appear: (left) *Kjeipen*, the prolongation of *Staven;* (right) the *Smørskredtinder* (5240 ft.), at the foot of which lies *Skylstad*, the highest gaard in the valley, where the road crosses to the right bank; (left) the *Middagshorn* (4353 ft.); (right) *Slogen* (see below), the appearance of which varies from different points.

14 Kil. (pay for 19) **Øie** (**Union Hotel*, similar in all respects to the Union Hotel at Marok, p. 183, and belonging to the same company; *Phønix*, unpretending, 1/3 M. from the steamboat-pier), at the E. end of the *Norangsfjord*. About 1 M. to the S., on the left bank of the river, is the *Retiro Hotel* (R. 1 1/2, B. 1 1/4, D. 2, S. 1 1/4 kr., well spoken of; *Engl. Ch. Serv.* in July & Aug.). On both sides of the valley and fjord rise imposing mountains: Slogen (see below), not visible from Øie itself, and the Middagshorn; then on the right the *Kloksegg* and on the left the *Blaahorn* (4500 ft.).

The ascent of ***Slogen** (5210 ft.) is strongly recommended to mountaineers with steady heads (from Øie 4 hrs., with guide; Jon Klok and Peder Haugen). The view called by Mr. Wm. C. Slingsby one of the noblest in Europe, embraces the whole of the Alpine district of Søndmøre and is often preferred to the Jotunheim views (p. 140).

A grand but fatiguing route leads from Skylstad (see above) between Slogen and the *Smørskredtinder* (5240 ft.; first ascended by Mr. Slingsby in 1884), over the pass of *Skylstadbrekken* (2592 ft.), and either to the N.E. to

Stranden (p. 185), or to the N.W. by the gaard of *Brunstad* in the Velledal down to Aure (p. 186).

On the days when there is no steamer, we may go on by water-skyds to (10 Kil.) *Sæbø* (see below) and thence by land-skyds (a magnificent drive) to (24 Kil.) *Ørstenvik* (p. 190), whence a steamer plies four times weekly to Aalesund.

The ****Norangsfjord** is an arm of the Jørundfjord and resembles it in its Alpine character. On leaving Øie we see the *Elgenaafos* on the left; then the gaards of *Stennæs* in an exposed situation under the *Staalberg* (4138 ft.); and on the right, at the mouth of the *Urkedal*, the gaards of *Urke* (steamboat-station). In the distance rise the snow-clad peaks of the *Vellesæterhorn* (p. 186). To the W., above Urke, towers the *Saksa* (3445 ft.), which with the Staalberg forms the impressive entrance to the Norangsfjord.

The ****Jørundfjord**, which the steamer now enters, differs in character from the other fjords. Instead of being a deep cutting in the great Norwegian plateau, with nearly upright sides, it is flanked with picturesque ranges and peaks, some of them remarkably bold and pointed, others isolated between deep gaps or notches ('Skard'), and clad with snow and glaciers near their summits.

The S. or upper part of the Jørundfjord has more of the ordinary Norse character. On its W. bank is the gaard of *Skaare*, with the 'Fos' of that name, at the foot of the *Skaaretinder;* and on its E. bank, to the S. of the *Jagta* (5240 ft.), lies the gaard of *Viddal*, a steamboat-station. At the S. end of the narrowing fjord, high above the water, lies **Bjerke** or *Bjørke* (*Hôtel Søndmøre*, open in summer only), the terminus of the steamer. Above it rise the *Bjerkehorn* (4445 ft.) and the *Tussenut* (4203 ft.). Near it is the *Tussefos* (p. 187), descending from the Tussevand.

A road (slow stations) leads from Bjerke up the *Sjaustaddal*, by *Rørstad* and *Rueid*, to (15 Kil.) *Kaldvatn* (p. 182) and (8 Kil.) **Førde** (quarters at *D. Maan's*), on the *Østefjord*, the S.E. arm of the Voldenfjord. (To Volden, 18 Kil., by boat; p. 190).

On leaving the Norangsfjord the steamer steers towards the W. bank of the Jørundfjord, over which towers the jagged *Storhorn*. It then passes the *Hustadnæs* (on the bank a little S. of which is *Raamandsgjølet*, a cavern in the rock *Raamand*), to —

Sæbø (skyds-station, good quarters), with the church of *Jørundfjord*, in a small bay, at the mouth of the *Bonddal* (p. 190).

Store Standal (steamboat-station), at the mouth of the valley between the glacier-studded *Sølvkall* (S.) and the *Standalshorn* (N.), and *Lille Standal* are, perhaps, the finest points on the Jørundfjord. — From this point onwards, see *Map*, p. 190.

On the E. bank of the fjord, opposite Standal, rises the imposing *Molaupsfjeld*, named after the gaard *Molaup* at its N. base. Near it is the cavern *Troldgjøl*, where a phenomenon similar to that on the Lysefjord has been observed (p. 89). Farther down the same side is the *Slettefjeld*. On the W. side rises the cloven *Jønshorn*. At the mouth of the fjord are the steamboat-stations of

Jævenæs on the E. and *Fæstø* or *Festøj* on the W. side. Between these stations we obtain a final survey of the *Jørundfjord* in its entire length (36 Kil.), hacked by the distant Hornindalsrokken. We now steer due W., past the large island of *Suløen*, into the *Sulefjord*, from which the *Vartdalsfjord* diverges to the S. The mighty *Jønshorn* again appears to the left, above Lynge. On the W. side of the Sulefjord lies the island of *Hareidland*, with the church of *Hareid* and hills rising to 2360 ft. To the N. appears the *Godø*, with a lighthouse, separated from Hareidland by the unprotected *Bredsund;* then the island of *Hessen*, with the pointed *Sukkertop;* and farther to the N. the *Valderø*, with a lighthouse, where there is a cavern 120 ft. high on the S.W. side (the *Sjonghul*). Passing the *Stenvaag*, the bare rocks of which are used for drying fish ('Klipfisk'), we reach, in 3¾-4 hrs. from Øie, —

Aalesund. — **Hotels.** *Schieldrop's Hotel (*Sch.* on the Plan, p. 190), ¼ M. from the pier, R. 1½-2, A. ½, B. or S. 1½ kr.; Skandinavie (Pl. *Sk.*), Stor-Gade, farther from the harbour, R. 1½, B. 1 kr. 20 ø., D. 2½ kr., S. 1 kr. 40 ø. — Baths on the Aspø. — Post Office, Notenæs-Gade, 350 yds. beyond Schieldrop's Hotel; Telegraph Office, Stor-Gade.

Aalesund, a busy trading town with 8100 inhab., lies on the *Nørvø* (E.) and the *Aspø* (W.), two islands on the outer fringe of the 'Skjærgaard', a favourable situation to which it owes its rapid rise. It was only in 1824 that it came into notice as a harbour, and only in 1848 that it became a town. Aalesund is the commercial centre of the whole region of the Storfjord (p. 178), and for the codfisheries of the W. 'hanks', particularly the famous 'Fiskeplads' Storeggen, the yield of which is 5-6 million kr. per annum. The harbour, which opens towards the N.W., lies between the two islands and is protected by *Skandsen*, a peninsula of the Nørvø, on one side, and by a pier on the other. The narrowest part of this strait, the *Aalesund*, from which the town takes its name, is crossed by a bridge connecting the two parts of the town. On the Nørvø ('indom Sundet') are the custom-house, the inns, etc., and on the Aspø ('udom Sundet') are the church and the school. On the E. side of the Nørvø quarter is a pretty *Park*, with a pavilion (rfmts.) and views of the distant peaks of Søndmøre. A more extensive view is obtained from the **Aalesundsaxla* (509 ft.), 1 hr. there and back. We leave the park by its back (N.) gate and follow the well-kept path, which skirts the base of the rocky hill, passes (5 min.) a cemetery, and leads to (4 min.) the dry basin of a fountain. Here we ascend the steps to the right and follow the ravine. — A little to the S. of the Sjøholt road (p. 186), 6 Kil. from Aalesund, is the church of *Borgund*, founded in the 11th cent., restored in 1869 (cariole 2, gig 3, carr. and pair 6 kr.). Near it once lived Hrolf Gangr ('Rolf the Ganger'), the conqueror of Normandy.

The Steamboat Traffic of Aalesund is considerable. The coasting steamers of the *Bergen* and *Trondhjem* line (pp. 166, 200), and the Søndmøre steamers to *Sunelven* and *Geiranger* (pp. 186-181; four times weekly), to the *Jørundfjord* (p. 189; thrice weekly), and to *Molde* and the *Romsdal*

(pp. 191-193; six times weekly) are mentioned in other parts of the Handbook. Another line, of service to tourists, is that —

FROM AALESUND TO EIDSAA AND AAHJEM (twice a week). To *Hareide*, the first station, and the *Vartdalsfjord*, see p. 189. *Søre Vartdal*, the second station, lies about halfway through this fjord or strait (see *Map*, p. 174). Passing the *Liadalshorn* (3510 ft.), we enter the *Ørstenfjord*, at the head of which (3 hrs. from Aalesund) lies —

Ørstenvik (**Svendsen's Hotel*; slow station), at the mouth of the well-cultivated *Ørstendal* or *Aamdal*, watered by the *Ørsten-Elv*. To the N. rises the *Saudehorn* (4330 ft.; easy ascent, 5-6 hrs. there and back), commanding a fine view of the Søndmøre Mts. Another point of view is the *Melshorn* (2740 ft.; a much shorter ascent). From Ørstenvik to the Jørundfjord, see below.

From Ørstenvik to Volden by road (11 Kil.), a drive of 1¼ hr.; the steamer, rounding the peninsula between the Ørstenfjord and the *Voldenfjord*, takes 1¼-2 hrs.

Volden (*Næss's Hotel*) lies near the slow skyds-station of *Rødsæt* (good quarters), on the E. bank of the Voldenfjord. Route to the Jørundfjord, see below.

Then several small stations, beyond which, once a week, the steamer goes on to *Eidsaa* on the *Søvdefjord* (p. 167) and *Aahjem* on the *Vanelvsfjord* (p. 167; 5¼-5½ hrs. from Volden).

The *ROADS TO THE JØRUNDFJORD from Ørstenvik and from Volden form the finest approaches to it from Aalesund. Valleys with rich vegetation; mountains strikingly picturesque. — From Ørstenvik the old road leads by (10 Kil.) Vatne and through the Bonddal (see below). The new road leads through the Follestaddal. Both roads first ascend the beautiful Ørstendal, in view of a fine mountain backgronnd, to the gaard *Aam* (5 Kil. from Ørstenvik) at the mouth of the ***Follestaddal**. We ascend the latter, keeping in view of the grand *Kolaastind* (4708 ft.; ascended by Mr. Wm. C. Slingsby in 1876; very difficult), whence a glacier dips to the E. At the gaard *Kolaas* (8 Kil. farther on) the *Romedal* diverges to the left; up this valley a charming 4 hrs.' walk may be taken to the church of *Vartdal*, or *Nordre Vartdal*. From Kolaas, we ascend the *Standalseid*, at the top of which we get a splendid *View of the Kolaastind behind and the peaks of the Jørundfjord before us. Then down the *Standal* to (8 Kil.) *Store Standal* (steamboat-station; no quarters; p. 188). Lastly, row to Sæbø, 8 Kil.

FROM VOLDEN the road crosses the lofty *Klevdalseid* (984 ft.), and at the gaard *Brautesæt* joins the road from Ørstenvik viâ Aam (see above), at the N. end of the *Vatne-Vand*, the E. bank of which it skirts.

13 Kil. *Vatne*. Then uphill, and past the gaard *Osvold*, at the mouth of the *Bjørdal*, to the pass (919 ft.), where the Jørundfjord Mts. come in sight. Next down the **Bonddal**, flanked by the *Veirhald* (4013 ft.) and the *Grøtdalstind* on the left, and the *Aarsethorn* (4498 ft.) and *Storhorn* (4490 ft.) on the right, and past several gaards. By the gaard *Hustad*, in the Storhorn, high up on the right, is the ravine *St. Olafsdal*.

14 Kil. (pay for 19, in the reverse direction for 20) *Rise* (good station), ¼ hr. beyond which is the steamboat-station *Sæbø* (p. 188). Row to *Øie* (p. 187; 10 Kil.; tariff B; order boat as early as possible).

To MOLDE, steamer in 4-5 hrs. (see above). Beyond Aalesund the steamer passes the island of *Lepsø* (left), where Miss Mouat, who was driven across the sea from the Shetland Islands in a boat alone in 1886, reached land and was rescued. Some of the steamers touch at *Østnæs* (on the *Haramsø*; view of the monntans on the mainland), *Helland* (on the mainland), *Drønnen* (on the *Mifjord*), *Misund* (on the strait of that name), and *Gjelsten* (on the *Tomrefjord*), whence they all steer to the N.E. up the Moldefjord to *Molde* (p. 191).

26. Molde and the Moldefjord. The Romsdal. The Eikisdal.

ARRIVAL. The large coasting steamers do not lay to at the pier of Molde, and passengers are landed either in a rowing-boat (10-12 ø. each pers.) or in the steam-launches of the two leading hotels (25-50 ø., incl. luggage). The fjord-steamers land at the bridge by the Torv.

HOTELS AT MOLDE (often overcrowded in the season): *GRAND HÔTEL, finely situated at the E. end of the town, R. 2-2½ kr., L. 25 ø., B. 1½, D. 2½, S. 1¾ kr.; English spoken. This hotel keeps a steamer for excursions (60 kr. per day). — *HÔTEL ALEXANDRA, at the W. end of the town, R. from 1½, B. 1½-2, D. 2½, S. 1½ kr. — *SØSTRENE HOLM (Pl. H), near the Alexandra, without view, R., B., or S. 1, D. 1½ kr. — When the hotels are full, decent quarters may be had in private houses (1 kr.). — BATHS at the two large hotels. Primitive sea-baths by the Alexandra Hotel (20 ø.; towel 7 ø.). — POST & TELEGRAPH OFFICES (see Plan). — BRITISH VICE-CONSUL, *Mr. P. F. Dahl.* — *English Church Service* in summer at the parish church.

STEAMERS to *Bergen* and to *Trondhjem*, each about 11 times a week, to *Aalesund* 17 times (incl. the Bergen steamers); to places on the Moldefjord, see pp. 192, 196. — Careful enquiry should be made as to the hours and places of departure.

Molde, a thriving little town of 1700 inhab., and a great summer resort, is pleasantly situated on the N. bank of the *Moldefjord*, at the foot of green slopes backed by higher hills. Thus sheltered from the N. and W. storms, the vegetation is surprisingly luxuriant, though Molde is nearly 3° of latitude to the N. of St. Petersburg. Roses abound, and some of the houses are overgrown with honeysuckle. Mingling with the pine and the birch are seen horse-chestnuts, limes, ashes, and cherry-trees. — The *Church* contains a picture by Axel Ender, representing the Women at the Sepulchre.

The great attraction of Molde is the noble survey it commands of the wide expanse of the fjord and the long chain of mountains to the S. and S.E., with their rocky peaks and snow-flecked sides. The most picturesque point of view is the ***Ræknæshoug** (260 ft.), a hill laid out in promenades to the N.W. of the town (near *Consul Dahl's Have*, a pretty private garden), to which we may ascend from the Alexandra Hotel in ¼ hr., or from the Grand Hôtel by the upper road, passing the church, in 20 minutes. At the top is a pavilion, with a mountain indicator. In the foreground lies the town, at the foot of green hills, beyond which stretches the beautiful fjord, broken by the long islands of Gjerø, Sætere, and Faarø.

Between Consul Dahl's Have and the Ræknæshaug a bridle-path, indicated by a finger-post 'til Varden' and by a second 6 min. farther on (where we turn to the right), ascends past a refreshment-stall with a flagstaff to the (1 hr.) top of the ***Moldehei** (1350 ft.), with a refuge-hut (not always open) and a huge vane. The extensive view embraces the whole of the Moldefjord with the mountains enclosing it: towards the S., on the right, is the conspicuous Laupare (p. 185); to the left of it (S.E.), rising above the coast-hills, are the Troldtinder (p. 194), the Romsdalshorn, and the Vengetinder; in the distance, more to the left (E.), the Skjorta in

the Eikisdal (p. 197); to the W. a glimpse of the open sea, of which more is seen from another height, to the N. of the refuge-hut, marked with a pointed varde. (See annexed Panorama; a larger is to be had at Dahl's book-shop at Molde, price 1½ kr.)

A charming drive may be taken, towards the E., through the fine avenue on which the Grand Hôtel is situated, to the **Fanestrand* or *Fannestrand*, where the rich vegetation of Molde is seen to advantage. The road is shaded with birches, ashes, maples, larches, and other trees, and is flanked with pleasant gaards, villas, and gardens (among which is Consul Johnson's *Buen Retiro*). All the way we enjoy a fine view, towards the S., of the fjord and the distant mountains. At *Aarø* and *Ejkrem*, 4½ Kil. from Molde, the road becomes less frequented; *Strande* (p. 196) is 4½ Kil. farther on.

To the N.E. of Molde rises the **Tusten** (2285 ft.; 3 hrs.; guide advisable). We go to the E. end of the town, cross the brook, and ascend its bank, past a few houses and through sparse wood. The barren Tusten forms the background of the valley. After ¾ hr. the valley divides; we keep to the right, and (¼ hr.) cross a bridge, beyond which we follow a path through thin wood straight towards the top. The dead and dying pines, with their silver-grey trunks, on the (1¼ hr.) upper margin of the wood, are very picturesque. Thence to the top about 20 min. more. Alpine flora. Very extensive view, embracing the fjord and the mountains to the N., E., and S., and the vast Atlantic to the W.

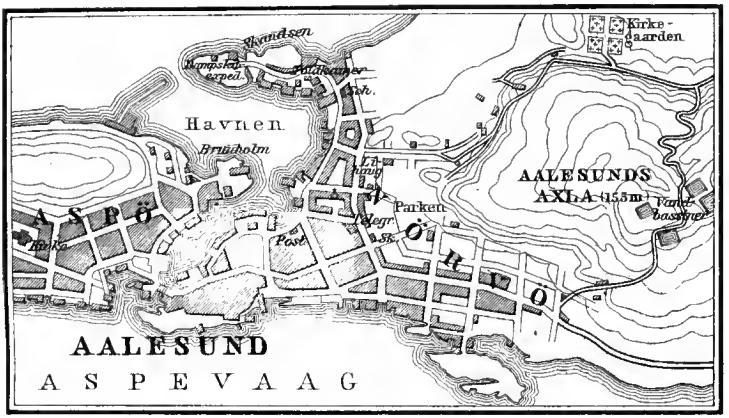
a. Excursion to the Romsdal.

Steamboat from Molde to *Aandalsnæs* (or *Næs*) about 14 times a week, in 2½-5 hrs. (fare 2 kr.). — Road from Næs to the *Romsdal*. Pleasant to walk from Næs to (27 Kil.) *Flatmark* and to drive back (or even to *Ormeim*, 38 Kil.; but better in this case drive both ways). It is scarcely feasible to visit the Romsdal from Molde and to return to Molde in one day. Better, after seeing Molde, leave it altogether for Næs or some other station in the Romsdal.

Instead of taking the direct steamer to Næs, we may go by another (p. 196) to *Alfarnæs* or to *Læreim*, drive or walk to *Thorvik*, and row across to Næs (comp. p. 197).

The vessel steers to the S., affording a fine view of the mountains, backed by the Laupare (p. 185) at the head of the Tresfjord, to (1 hr.) **Vestnæs** (*Hotel Stanley*, R. 1½, D. 2, S. 1½ kr.), on the W. side of the entrance to the *Tresfjord*, a deep bay set in wooded hills and bare rocky peaks. The road to Sjøholt begins here (p. 186). A steamer ascends the Tresfjord, twice a week, to *Viken* and *Sylte* (whence a road up the *Kærseimsdal* leads to Vagsvik on the Storfjord, 17 Kil.; p. 185), and down by *Dougstad* and *Legernæs* or *Leikarnæs*.

We steer to the E., past *Gjermundnæs*, and enter the **Romsdalsfjord**. To the left the island of *Sækken*, on which lies *Vestad* (called at twice weekly). Fine view up the Langfjord, with the Skaala on its N.W. bank (p. 196). On the right the populous *Vaagestrand*, with its white church high up, and the station *Ræstadbygd*. To the E. towers the wooded *Oksen* (2674 ft.); to the right of it, in the distance, appear the Romsdal Mts., notable among which are the furrowed Vengetinder. Some of the steamers enter a small bay at



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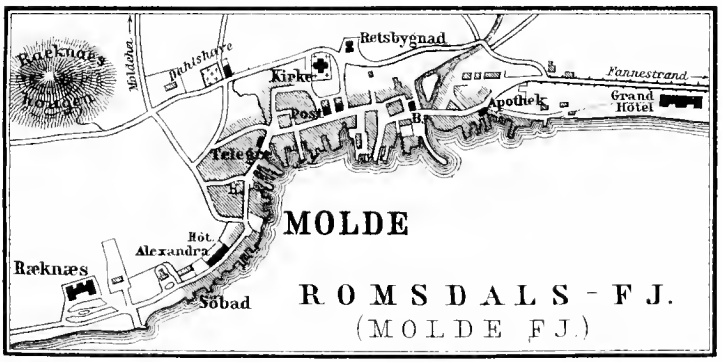

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NORDL. SÖNDMÖRE & MOLDEFJORD

Kristiansund
Kristiansund
Kristiansund
Molde
Fane Fjord
Molde-Fj
Romsdalsfjord
Sækken
Veø
Bolsø
Tusten
Skaarfj.
Mælfj.
Bauhejd
Kleve
Rød
Skaala
Skorgen
Vestnæs
Vaage
Blaatind
Troldstolen
Kjøsen
Urhaug
Troldtd
Finnan
Grytten
Isfjord
Romsdalen
Romsdalshorn
Storhesten
Kors
Flatmark
Tua
Sædehø
Bjurstadfj.
Vistdal
Eikisdal
Eikisdalsvand
Storgjelbba
Skjorta
Kleppen
Rangaahögd
Börfj.
Sangroeggen
Kalbott
Rödmyrhö
Midfjeld
Midhö
Bodhö
Storhö
Kolhö
Borja
Troldkirk
Storfjeld
Neskopeg
Sylte
Lauparen
Aardalsfj.
Grjlfj
Hesten
Högsta
Storfj.
Bjørneggen
Thingvold
Stangvik
Ulvundfjeld
Oppdal
Ökendalen
Vatafj.
Bröhö
Oppen
Aura Elv
Kristiansund
Norske Mile
Kilom.
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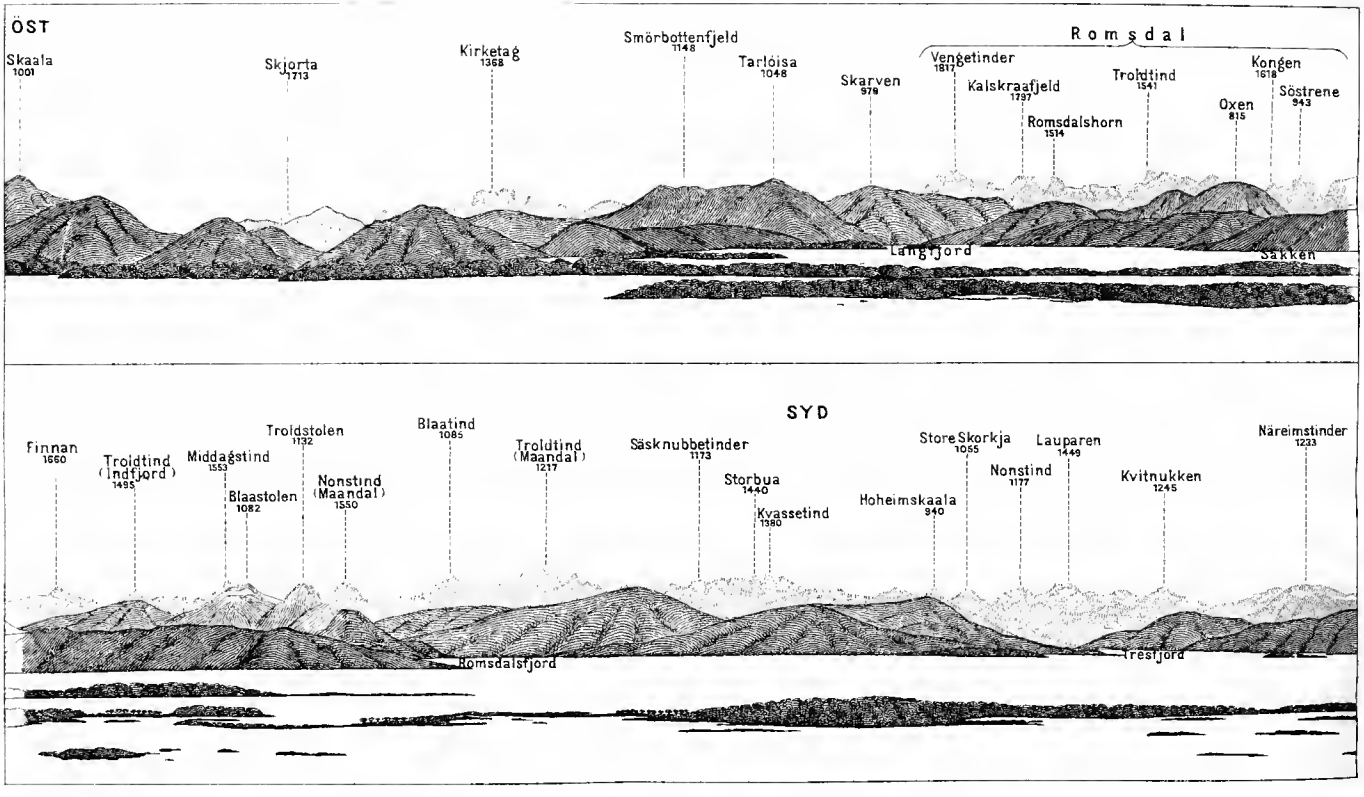

ÖST
Skaala
1001
Skjorta
1713
Kirketag
1368
Smörbottenfjeld
1148
Tarlöisa
1048
Skarven
979
Romsdal
Vengetinder
1817
Kalskraafjeld
1797
Romsdalshorn
1514
Troldtind
1541
Kongen
1618
Oxen
815
Söstrene
943
Langfjord
Sakken
SYD
Finnan
1660
Troldtind
(Indfjord)
1495
Middagstind
1553
Blaastolen
1082
Troldstolen
1132
Nonstind
(Maandal)
1550
Blaatind
1085
Troldtind
(Maandal)
1217
Säsknubbetinder
1173
Storbua
1440
Kvassetind
1380
Hoheimskaala
940
Store Skorkja
1055
Nonstind
1177
Lauparen
1449
Kvitnukken
1245
Näreimstinder
1233
Romsdalsfjord
Trestfjord

the foot of the Oksen and call at **Nordvik**, or *Norvik*, whence a road, passing the church of *Eid*, crosses to the Rødvenfjord (p. 197).

On the S. bank rise the *Troldstole* (3714 ft.), chief of which is *St. Olafs-Stol*, with a 'Botn' enclosed by two hills. Several of the steamers next call at **Vold**, with its old timber church, situated at the mouth of the fertile *Maandal*, backed by snow-mountains.

We steer past the mouth of the *Indfjord*, and approach the grand mountains of the S. bank, foremost of which is the *Skjolten* (3440 ft.), with the waterfall of *Skjolen*. A fine view of the *Smørbottenfjeld* (3765 ft.), is disclosed to the N., and, to the S., of the striking Romsdal Mts.: the Vengetinder, the Kalskraafjeld, with its glacier, and the Romsdalshorn. These mountains average nearly double the height of those of Wales and Westmorland.

Veblungsnæs. — ONSUM'S HOTEL, at the pier; ROMSDAL HOTEL, a few minutes farther, R., S., B., each 1, D. 1 kr. 20 ø.; no view from either. — TELEGRAPH OFFICE opposite Onsum's. — CONVEYANCES await the steamboat. The skyds-station is at Sætnes (see below).

Veblungsnæs, situated at the foot of the *Sætnesfjeld* (3900 ft.), to the S. of the influx of the *Rauma* into the Romsdalsfjord, is less important as an entrance to the Romsdal than the opposite station of Aandalsnæs, at which several of the steamers call first. To the E. of the village is th echurch of *Grytten*, an octagonal timber building. Just beyond it the road forks: the branch to the left, crossing a long bridge, leads to Næs; that to the right leads past the houses of *Sætnes* to a military camp and rifle-range. These lie on an ancient coast-terrace, commanding a fine view of the Isterdal. We may cross another sandy terrace to the left and proceed viâ the gaard of *Sogge* to *Fiva*, on the Romsdal road, 4½ M. from Veblungsnæs (p. 194).

The steamer passes the broad mouth of the Rauma and steers round the promontory on its N. side to —

Aandalsnæs. — *GRAND HÔTEL BELLEVUE (*Hr. Lossius*, the landlord, speaks English), a large timber house on a height, 5 min. from the pier, with views all round, R., B., S. each 1½, D. 2, pension 5 kr.; adjacent, AANDAHL'S HÔTEL BELLEVUE, enlarged in 1894, R. 1½, B. 1, S. 1½ kr.; nearer the pier, *ROMSDALSHORN HOTEL, similar charges. — HÔTEL HOLGENÆS, see p. 194.

CONVEYANCES await the steamboats. — DILIGENCE to Lillehammer, see p. 53 (from the Grand Hôtel Bellevue). — The nearest telegraph-station is at Veblungsnæs.

Aandalsnæs, usually called *Næs* or *Nes*, the chief approach to the Romsdal, is well suited for a prolonged stay. The nearest height is the *Mjelvafjeld*, the N.W. spur of which is also called *Næsaxlen*. Farther off is the *Storhest*. To the right of the Næsaxel we look up the Romsdal with the Vengetinder, Romsdalshorn, and Troldtinder, and to the right of these into the Isterdal and towards the Sætnesfjeld; to the W. rise the Troldstol and the Blaatind; to the N. the heights of the Blaafjeld; to the E., in the distance, the Juratind and other Eikisdal peaks.

EXCURSIONS. To the *Romsdal*, see p. 194. — To the *Isterdal*, as far as the *Isterfos*, and up the *Stégane* to the *Stegafjeld* (p. 185). — Row to

Thorvik (p. 197; boat-skyds; 3 hrs. there and back), and in 1 hr. ascend a fine point of view above the Gjersætvatn. — The excursion to the *Eikisdal* (p. 198) may also be made viâ *Thorvik* by those who do not prefer the fatiguing walk from Sten through the Grøvdal. In this case we drive from *Thorvik* to *Alfarnæs* (p. 197), whence we go on by steamer (twice a week) or small boat to *Næste* (a tiring row of 6-7 hrs.; with three rowers 12 kr. 40 ø.; better with four 16 kr. 40 ø.).

Several steamers go on from Næs up the *Isfjord* (which is frozen over in winter) to **Sten**, at the mouth of the *Hens-Elv*, to which a road on the bank of the fjord also leads from Næs (5 Kil.). Beyond Sten is (2 Kil.) the church of *Hen*. To the N. rises the *Kirketag* (4490 ft.), the truncated outline of which is so conspicuous in the view from the Moldehei above Molde. — From Hen a road leads up the beautiful **Grøvdal** to *Unhjem* and *Morstøl* (3½ hrs.; tolerable quarters), whence we may ascend the *Juratind* (5125 ft.; 7-8 hrs. to the top; splendid view). — From the Grøvdal we may descend the *Hornedal* by a sæter-path, and thence cross to the right, between the *Uglehoug* on the S. and the *Hesthoug* (3625 ft.) on the N., to *Torhus*, near the Eirisfjord Church, and (1 hr. farther on) to *Næste* in the Eikisdal (about 8 hrs. in all from Sten; guide necessary; Hans Mostu commended; see also p. 197).

The ***Romsdal**, or valley of the *Rauma* (p. 69), is one of the most famous in Norway. The road from Næs descends to the right bank of the river and (2 Kil.) unites with that from Veblungsnæs (p. 193; 3 Kil. distant). It then ascends on the right bank of the stream, through park-like scenery (alders, birches, ashes), flanked with high mountains. On an eminence to the right, 3 Kil. from Næs, is the new *Hôtel Holgenæs*, the owner of which (Ole Barmen) provides for conveyances to or from the steamer. Farther on, to the left, is the gaard of *Aak*, now the residence of Mr. H. O. Wills, the well-known tobacco-manufacturer of Bristol. To the right, beyond the stream, opens the *Isterdal*, with its peaks: on the W. side *Bispen* ('the Bishop') and *Søstrene* ('the Sisters'; 3095 ft.), and on the E. *Kongen* ('the King'; 5310 ft.). A little farther on, a road diverging to the right leads across the Rauma to *Sogge* (comp. p. 193). On our road lie the gaards of *Hole* and *Venge*, opposite which is the gaard *Fiva*, in a grove of birches. On the E. side of the valley, scarcely visible from the road, is the picturesque *Vengetind* (5960 ft.), adjoining which and dominating the landscape, towers the huge ***Romsdalshorn** (4965 ft.), usually known as *Hornet*.

The Ascent of the Romsdalshorn (one day), first made in 1827, is not very difficult, though rather dangerous, and it is impossible after snow. We ascend the *Vengedal* (here practicable for driving), and climb to the peak from the W. side. *Mathias Soggemoen* and *Erik Nordhagen* of Grytten are commended as guides. — The ascent of the Vengetind is not quite so difficult. — The Mjølnir, which Mr. Wm. C. Slingsby describes as one of the steepest mountains in Europe, is extremely difficult. It is best scaled from *Indre Dalen* (good quarters), a drive of 3 hrs. from Næs.

On the W. side of the valley rise the ***Troldtinder** ('witch-pinnacles'; 6010 ft.). Part of the crest is known as 'Brudefølget', or the bridal train. The highest peak may be ascended by the small glacier visible between Næs and Aak (difficult; ascended by C. Hall in 1882). The road leads close by the foaming Rauma. At one place, much exposed to avalanches in winter, the road is carried through the broad bed of the river by means of an embankment.

14 Kil. **Horgheim** (235 ft.; plain but good station) lies on an ancient moraine. The valley is wider here, its floor marshy. The slopes are strewn with the remains of avalanches.

We pass the gaards of *Mirebø* and *Trøene*, and, on the opposite side of the valley, *Rødningen, Alnæs*, and *Remmem*. Below Remmem, on the right, is a waterfall, and near the gaard of *Monge*, on the left, is the beautiful *Mongefos*, descending from the *Mongegjura* (4230 ft.). Above this, not visible from the road, rises the *Kalskraafjeld* (5895 ft.), which is ascended from Flatmark. The sides of the valley are here 2000-3000 ft. high. Splendid view of the Troldtinder and the *Semletind* (5770 ft.) behind us. The road and the Rauma next thread their way through a chaos of rocks formed by a tremendous landslip. Beyond the church of *Kors*, which lies a little off the road and is not visible from it, we reach —

12 Kil. **Flatmark** (station, good and reasonable), in a fertile and smiling part of the valley. Opposite rises *Skiriaxlen* (3745 ft.).

Scenery still fine, though less grand. On each side are waterfalls, shorn of their might in dry seasons: on the left the *Stygge-fondfos*, *Gravdefos*, *Skogefos*; on the right the *Døntefos*. To the S., above Ormeim, rises the *Middagshoug*. The Rauma is here dammed up so as to form a kind of lake. The road now ascends rapidly. To the right is the **Værmofos*, leaping nearly 1000 ft. from the W. side, majestic after rain and spring thaws. Best view from a rocky knoll opposite the fall, on the right bank of the Rauma.

11 Kil. **Ormeim** (**Station;* view of the Værmofos from the back windows) is beautifully situated high above the Rauma. To the S. the *Alterhøi*, with its peak *Storhætten* (5940 ft.; ascent past the Værmofos 4 hrs.; two-thirds ridable; horse 4, guide 4 kr.).

From Ormeim to *Reitan* on the Eikisdalsvand, see p. 199.

Excursionists to the Romsdal from Veblungsnæs or Aandalsnæs usually turn at Ormeim or even at Flatmark, but the upper part of the valley is also very fine. About 4 kil. above Ormeim we come to a finger-post indicating the way to the **Slettafos*. We alight, cross the bridge above the fall, and ascend to the right by a rough path to a spot below overhanging rocks, where we have a fine view of the fall and hear its roar. The rocky sides of the gully have been worn by the water into deep cauldrons ('Jættegryder'; comp. p. 267).

The road runs high above the Rauma, which, often lost to view, receives several tributaries, chief of which is the *Ulvaa* on the right, the discharge of the *Ulvedalsvand*. We ascend the once dreaded *Bjørneklev* ('bears' cliff') in windings.

10 Kil. (pay for 11) **Stueflaaten** (2050 ft.; **Station*, R. $1^1/_2$, B. 1, S. 1 kr. 40 ø.) is the first place in the Gudbrandsdal. Fine view from the height of '*Toppen*' (2 hrs.).

From Stueflaaten a mountain-path leads N. to the *Eikisdal*, see p. 199.

To THE NORDDALSFJORD (p. 184), towards the W.: first by a road up the *Ulvaa* to the *Tungesæter* (quarters), at the E. end of the *Ulvedalsvand;* then across the fjeld and down the *Muldals-Elv* to the gaard *Muldal* (quar-

ters), situated high above the *Tafjord* (p. 185). This tour is seldom undertaken; careful enquiry must be made at Stueflaaten.

The shortest route from the Romsdal to Jotunheim leads from *Melmen*, the next skyds-station beyond Stueflaaten, by the *Nysæter* in 2 days to *Skeaker* (Røjshjem); comp. p. 148.

Road through the *Gudbrandsdal*, see pp. 70-66.

b. Excursion to the Eikisdal.

ROAD (fast stations; or boat-skyds from Tjelde onwards) or STEAMER (thrice weekly; in 5¼-6¼ hrs.) to *Nøste*, at the entrance of the Eikisdal. We either go by road and return by steamer, or the reverse. Three days should be allowed. We begin with the land-route: — 1st Day, to *Eidsvaagen*. 2nd Day, walk or row to *Nøste;* walk or drive to *Øveraas;* steam in the little 'Mignon' (fare 80 ø.; also extra-trips) in 2 hrs., or row (with two rowers 3 kr. 69 ø., and fee; there and back, 7 kr. 56 ø.) in 3-3½ hrs. up the Eikisdalsvand to *Reitan-Utigaard*, and back to Nøste. 3rd Day, back to Molde by steamer. — If we begin with the steamer, we go on the first day to *Reitan-Utigaard;* spend the second night at *Eidsvaagen;* and return on the third day to Molde. — If we hire the private steamer of the Grand Hôtel (p. 193) we may do the trip hurriedly in one day.

The LAND ROUTE FROM MOLDE TO NØSTE (70 Kil.) is attractive only on the *Fanestrand* (p. 192) and between Tjelde and Eidsvaag.

9 Kil. *Strande* (p. 192). We skirt the *Fanefjord*, bounded on the S. by the lofty *Skaala* (3590 ft.), so called from the 'skaala' or saucer-like depression on its N. side.

13 Kil. *Eide* (tolerable quarters), where a route to Christiansund (p. 200) diverges to the N. — The fjord ends at the church of *Kleve*. The road follows the N. side of the valley.

9 Kil. *Istad*. A little beyond, the road forks: to the left to Angvik (p. 201), to the right to the Eikisdal. The latter road leads through the *Osmark*, a monotonous wooded district, overlooked by the grand Skaala on the right. Crossing the *Stor-Elv*, we pass the *Osvand* and the gaard of *Gusiaas*, and farther on the *Sjørsætervand*, with its gaard, and the *Sætervand*. Then a steep descent, with a beautiful view of the Langfjord and the snow-peaks to the S.

13 Kil. *Tjelde*, or *Tjelle*, on the *Langfjord*, whence we may row to Nøste (16 Kil., in 2½ hrs.). — The road leads E., pretty high above the Langfjord, and then descends, in full view of the Skjorta and other mountains to the S. We pass several substantial gaards.

9 Kil. **Eidsvaagen** *(*H. Sverdrup's Hotel)* lies at the E. end of the fjord, here shallow and at low tide covered with sea-weed. Pretty walk to the new church (10 min. to the N.). Steamboat-passengers land and embark in small boats (10 ø.).

From Eidsvaagen a road crosses the *Tiltereid* to *Eidsøren* on the *Sundalsfjord* (9 Kil.); see p. 201.

Our road still skirts the fjord, and passes the parsonage of (5 Kil.) *Næsset*, where the novelist Bjørnson spent part of his youth. It then becomes very hilly, with pretty views of the *Eirisfjord* on the right and the *Skjorta* on the left (p. 197). About 4 Kil. from Næsset it passes the two gaards of *Bogge* (steamboat-station), and at (3 Kil.) *Bredvik* it ends. From Bredvik we row to (4 Kil.) —

16 Kil. (from Eidsvaag) *Nøste* (p. 197).

The STEAMBOAT FROM MOLDE TO NØSTE steers to the E., between the Fanestrand (p. 192) on the left and the island of *Bolsøen*, with its church, on the right. Then past the promontory *Dvergsnæs*, sometimes calling at *Røvik;* to the S., round the *Sørnesje;* and to the E. again. On the right are the island *Sækken* (p. 192) and the *Veø* ('holy island') with its church. Stations *Havnevik* and *Sølsnæs*.

We next steer across the mouth of the Langfjord, past the oddly shaped islet *Hestholmen* (S.E. of Veøen), in view of the noble Romsdal Mts., to *Ottestad* and *Alfarnæs* (good quarters at the station), one on each side of the entrance to the *Rødvenfjord*, up which a steamer plies to *Lærejm* or *Lereim* (Hôtel Lereim), at the S. end.

FROM ALFARNÆS TO NÆS IN THE ROMSDAL. Alfarnæs is a fast skyds-station. The fine but somewhat hilly road, skirting the Rødvenfjord, leads through a beautiful region, well cultivated and studded with gaards. Opposite we see the church of Eid (p. 193) and the Oksen (p. 192). In the distance rise the Troldstole (p. 193). At the gaard of *Lærejm* (see above; 9 Kil. from Alfarnæs) the road forks to Nordvik to the right, and to Thorvik to the left. The latter leads us up the *Læremsklévene*, where we suddenly get a striking view of the **Gjersætvatn*, a lake with a wooded island, in a crater-like basin; of the Skjolten (p. 193); to the left of it the sharp-pointed Vengetinder (p. 194); to the right the Sætnæsfjeld, the Isterfjelde, and the Indfjord Mts. To Thorvik 1/2 hr. more. The road descends on the N. side of the valley, ascends again through a narrow pass, and, leaving the hill of *Klungenæs* to the right, leads through pine-woods to —

14 Kil. **Thorvik**, on the Romsdalsfjord. The station, for boats as well as horses, lies high above the fjord, but we may drive down to the water.

From Thorvik by boat (with one rower, 58 ø., with two 1 kr.) to (4 Kil.) *Veblungsnæs*, or to (6 Kil.) *Aandalsnæs* (p. 193).

The steamer next enters the **Langfjord**, 30 Kil. long, 3 Kil. broad, on the N. bank of which towers the Skaala (p. 196; the 'skaala' not visible from this side). The S. shore, which we skirt, is mostly well cultivated, but monotonous. Stations *Midtet* (also connected with Alfarnæs by road) and *Myklebostad* (good station for 'boat-skyds'), with the church of *Vistdal*, on a little bay, from which the *Vistdal* runs inland. On the bank are several boat-houses *(Nøst);* in the background high old coast-lines and the snow-clad *Vistdalsfjelde*. The steamer passes the entrance of the Eirisfjord and calls at *Eidsvaag* (p. 196), at the E. end of the Langfjord.

The steamer now turns back for a short distance, rounds the *Næs*, and enters the ***Eirisfjord**. To the left, in the distance, is the *Storglanebba*. Before us rises the imposing **Skjorta* (5620 ft.) or *Hvitkua* ('white cow'). To the right are the abrupt Gogsøre and the Meringdalsnæbba (see below). The steamer calls at *Bogge* (p. 196), on the E. bank, and soon after reaches —

Nøste, or *Nauste* (*Eikisdal Hotel*, well spoken of, R., B., S., each 1-1 1/4, D. 2 kr.; **Torjul's Inn*, plain).

To STEN on the Isfjord (about 8 hrs.), see p. 194. — *Henning Helgesen* is reputed a good guide.

From Nøste a road ascends the fertile valley watered by the *Eikisdals-Elv*, usually called the *Siradal*, and flanked with high mountains. We pass (1/2 hr.) the *Eirisfjordskirke* or *Sirakirke*. At

Torhus, a little beyond it, where the route to Sten diverges, our road forks, both branches leading to the Eikisdalsvand. The one to the right emerges by the gaard of *Aasen;* that to the left, crossing to the right bank of the river, ends at Øveraas. The latter skirts the imposing *Gogsøre* or *Goksøira* (4325 ft.). The top of the old moraine separating the Eikisdalsvand from the Siradal commands a fine view of the valley and the fjord behind us. On the S. side of the moraine, 1 hr. beyond the church, are the gaards of—

8 Kil. (from Nøste) **Øveraas** (fast station, with good and cheap quarters), at the N. end of the Eikisdalsvand. On the other side of the lake rises the Aagottind (see below).

The ****Eikisdalsvand** (197 ft.; steamer and small boats, see p. 193) fills a narrow rocky cleft about 18 Kil. in length. On both sides tower snowy and ice-clad mountains enlivened with waterfalls. Even in August snow-patches stretch almost to the lake. At places, however, the slopes are clothed with pines and other trees, amongst which bears still lurk. Hazel-nuts abound, and are sold as 'Romsdalsnødder'. The lake is generally frozen over in winter, but the ice is seldom strong enough for driving on. Avalanches are frequent, and stones sometimes fall from the hills. Towards noon the lake is usually like a mirror, reflecting Fjeld and Fos in a curious double picture. The few dwellings on its banks are constantly menaced by the rocks above.

On leaving Øveraas we see at first only a small part of the lake. To the left are the precipices of the Gogsøre and the *Aashammer*. To the right the gaard of *Meringdal*, commanded by the *Meringdalsnæbba* and the *Sjødøla* (5610 ft.). The mountains soon recede, and the lake is in full view. High up on the left is the *Flætatind* (5425 ft.). To the right the *Nyheitind* (5215 ft.) peers above the Sjødøla. To the left the waterfall of *Tongjem;* then the two gaards of *Viken* (whence a path leads to the Lilledal, p. 201), with the *Vikesaxlen* (5970 ft.) above. On the W. side is the *Ævelsbræ*, above which is the imposing peak of the *Juratind* (5135 ft.; p. 194). Above the gaard of *Hoejm* gleam the snowfields of the *Hoejmfjeld*, commanded by the *Hoejmtind* (5700 ft.). Farther on, to the right, is the *Rangaatind* (5225 ft.), to the left the *Aagottind* (5215 ft.) and the *Bjørktind* (4355 ft.).

In front of the Rangaatind, at the head of the lake, to the right, we now see the ***Maradalsfos**, a superb waterfall of the *Mardøla*, descending from an upland dale some 2500 ft. above the sea, leaping 650 ft. down a sheer cliff, rebounding in spray from the rock below, and re-appearing in two arms to form another great fall lower down. A finer view of the fall is obtained by landing, but the lower fall only is accessible (fatiguing ascent of $^3/_4$ hr.; from Utigaard and back about 3 hrs.). Farther to the N. is another and apparently larger fall, leaping into the same basin.

The lake now trends to the S.E., and the gaard of Reitan comes

in sight. Above the gaard is a beautiful veil-like waterfall, with the *Børfjeld* (4065 ft.) beyond.

The gaard of **Reitan** (good quarters at *Halvor Reitan's Inn*, bed 1 kr., B. 60, S. 70, D. 1 kr. 30 ø.) lies about 6 min. from the landing-place of *Eikisdal*, near the mouth of the *Aura-Elv*. About 6 min. farther up are the gaards of **Utigaard** (with 12 beds; young Utigaard is reputed a good guide) and *Opigaard* (fair quarters). — A pretty walk up the valley brings us in 20 min. to the *Eikisdals Chapel* (351 ft.), where the pastor of Næsset (p. 196) holds service four times in summer. Farther on are some mills (below us, to the left), driven by a small stream that springs direct from the earth. Near the bridge over the *Aura* is a salmon-fishery.

The road leads farther up the valley, passing many pretty gaards, to *Finsæt* (11 Kil. from Reitan; fair accommodation). Path thence (guide desirable, 1/2-1 kr.) to the **Aurestupe** or *Aurstaupa*, the falls of the Aura, issuing from the Aursjø.

From Nøste, from Øveraas, or from Reitan we may cross by difficult mountain-paths to *Sten* on the Isfjord (p. 194) in 10-12 hrs., with a guide.

From Reitan to Ormeim, in the Romsdal (p. 195), 8-10 hrs. (guide necessary). The ascent to the Fjeld is rather steep, especially for the first 2 hrs., following a brook and passing a waterfall opposite Reitan. At the top of the fjeld we traverse snow-fields, ford brooks, and pass several large lakes. Descent easier. No sæter until within 1/4 hr. of *Ormeim* (see p. 195).

From Finsæt (see above) to *Stueflaaten* (p. 195), a long day's walk.

27. From Molde to Trondhjem.

Most travellers go from Molde to Trondhjem by steamer. But as the sea from the mouth of the Moldefjord to Christiansund is often rough, many will probably prefer the route described below through the district of **Nordmøre**, combined with a visit to the fine scenery of the *Sundalsfjord* and the *Lilledal* or *Indredal*. This district is now a great favourite with Norwegian tourists.

a. By Sea.

29 S.M. Steamboat daily in about 12 hrs. (13 kr. 90, 8 kr. 80 ø.). Passengers subject to sea-sickness should start in the evening in order to get over the passage to Christiansund in the night. — Some of the Bergen steamers do not touch at Molde on their way N., but at Aalesund only.

Molde, see p. 191. — Soon after starting we steer to the N. into the *Julsund*. The islands of *Otterø* and *Gorsten* are passed on the left; the *Julaxel* (1810 ft.), on a headland, and later the pyramidal *Gjendemsfjeld* (2080 ft.) on the right. Leaving the *Moøfyr* to the left, the vessel rounds the promontory of *Bud* or *Bod*, connected with Molde by a local steamer and by a road, and steers out to sea, unprotected by islands until it reaches Christiansund. Beyond the *Bodfjeld* we soon sight the headland of *Stemshesten* (2230 ft.), the S. boundary of the Nordmøre, and a little later the lofty *Tusterø* (p. 200). To the left lies the islet of *Fuglen* ('Bird Island'), with a signal; on the right are several gaards at the base of Stemshesten (*Stemme*, *Hanæs*, etc.). Fine view of the snow-mountains of the Romsdal. We next pass the lights of *Kvidholmsfyr* and *Hestskjærsfyr*

(a white building) on the right, and then steer between the Kirkeland (right) and the Inland (left) to —

12 S.M. **Christiansund.** — MØLLEROP'S HOTEL, R. 1 kr. 25, D. 1 kr. 20 ø.; O. TRØNÆS'S HOTEL, small but good, landlady speaks English, German, and French.

British Vice-consul, *Mr. Gram Parelius*, Kirkelandet.

Christiansund, the capital of the district of Nordmøre, an important fish-mart, with 10,400 inhab., lies on four islands, which enclose the harbour: *Kirkelandet*, to the S.W., with a new church and the hotels; *Inlandet* to the E.; *Nordlandet* to the N., with a church and fine woods; and *Skorpen* to the W., with the bare drying-places for the 'klipfisk' (exported chiefly to Spain). Steam-launches ply between the islands. From the harbour we may ascend the street to the right, and then visit the *New Church*, with pretty promenades and a fine view of the mountains to the S.E. The *Vagttaarn* is also a good point of view. A new *Fisheries Museum* has been erected at Christiansund. Not far from the town is a large cave known as the *Bremsnæs-Hule*. — Off Christiansund, 15 Kil. distant, is the island of *Grip*, with a fishing population of 200.

LOCAL STEAMERS abound. Thus to the *Sundal* and *Todalsøren*, see p. 201. To *Molde* and the *Romsdal* two or three times a week. To *Trondhjem*, see below.

Beyond Christiansund the coast is sheltered by islands, but the larger vessels at first keep to the open sea. To the left in the distance is the lighthouse of *Grip*. To the right the islands *Tusterø* (2920 ft.) and *Stabben* (2960 ft.), between which are seen the distant snow-mountains of the Sundal and the Eikisdal. We now steer within the islands. To the left the *Edø;* beyond it the low island of *Smølen*. To the right the *Ertvaagø*. Scenery now monotonous. Farther on, to the left, through the *Ramsøfjord*, we look out to the open sea. We next steer into the strait of *Trondhjemsleden*, between the mainland and the large island *Hitteren*, a haunt of deer, with the station of *Havnen*.

The only station at which all the large steamers call is —

15 S.M. **Beian,** at the entrance to the Trondhjems-Fjord, whence travellers may go northwards without touching at Trondhjem (see p. 215). The district passed is fairly cultivated.

7 S.M. *Trondhjem*, see p. 202.

b. Overland Routes.

1. BY BATTENFJORDSØREN TO CHRISTIANSUND. — From Molde viâ (9 Kil.) *Strande* to (13 Kil.) *Eide*, see p. 196. The hilly road runs towards the N. to (9 Kil.) *Fursæt* and (7 Kil.) *Battenfjordsøren* (Inn kept by the Landhandler), at the S. end of the *Battenfjord* or *Botnfjord*, a station of the Sundal steamer (see p. 201), which carries us to Christiansund in 2 hrs. (thrice a week; Sun. 8.30 p.m., Tues. & Frid. 1.30 p m.). To catch the boat on Tues. or Frid. we must leave Molde not later than 6 a.m.

Failing the steamer, we drive on to (11 Kil.) *Gimnæs* (slow station; decent quarters); row thence (by 'boat-skyds') to (8 Kil.) *Fladsæt* (slow station), on the *Fredø;* drive across the island to (10 Kil.) *Bolgen i Kvernæs* (slow station); and lastly take 'boat-skyds' to (2 Kil.) *Christiansund.*

FROM CHRISTIANSUND TO TRONDHJEM, besides the large steamers which ply daily, two local boats run six times weekly, in 9-10 hrs., entirely avoiding the open sea, steering to the S. of the large islands Tusterø, Stabben, and Ertvaagø, and through the *Vinjefjord.*

The SUNDALSFJORD is most conveniently visited in combination with the Eikisdalsvand (viâ Eidsvaag and Eidsøren, p. 196). It may also be visited from Christiansund by steamer (thrice a week; to *Sundalsøren* in $6^1/_4$-$8^1/_2$ hrs.; pleasure-trip on Sundays). Stations *Kvistvik, Stensvig, Gulsæt, Gimnæs* (p. 200), *Battenfjordsøren* (p. 200), *Øre, Torvig, Berge, Ødegaard, Gjul;* then in the Sundalsfjord itself, *Koksvik i Thingvold* (see below), *Angvik* (see below), and Eidsøren (where the road from Eidsvaagen ends; travellers from Eidsvaagen who miss the steamer may row from Eidsøren to Sundalsøren, 22 Kil.); next, *Fjøseide, Jordal,* and Øksendalen (quarters at *J. Wirum's,* the Landhandler, and at *Peder Huseby's;* road to *Brandstad* 14 Kil., and fjeld-route thence to *Øveraas* on the Eikisdalsvand, about 12 Kil. more; p. 198); lastly *Opdøl* and *Sundalsøren.*

From *Opdøl* or *Opdal* (slow station) a road ascends through the *Virumdal* to *Dalsbø* and (14 Kil.) *Nedredal* or *Nerdal* (quarters; fjeld-route to Todalsøren, see below). We then walk up the *Inderdal, by *Dalsbø,* to the tourist-station *Inderdal* (bed 75, B. 40, D. 80, S. 50 ø.), where guides for several fjeld ascents are to be had. The finest points are the *Skarfjeld* (6070 ft.), the pointed *Dalataarn* (4900 ft.; first ascended in 1839), and behind it the *Taarnfjeld* (6103 ft.). — From Inderdal across the fjeld to *Storfale* in the Sundal (p. 72), 5-6 hrs.

Sundalsøren (quarters at the Landhandler's) lies at the mouth of the *Sundal* (p. 72), amidst grand mountain-scenery. The *Grevnibba* and the *Hofsnæbba* to the N. and the *Kalken* to the S. rise to 5200-5600 ft. — To the W. of Kalken is the *Lilledal, also running inland from the Sundalsfjord, a wild rocky gorge resembling the Eikisdal. A road leads up the Lilledal to (14 Kil.) *Dalen,* whence we may cross, with guide, to Viken on the Eikisdalsvand (p. 198).

2. BY ANGVIK AND ØRKEDAL. — From Molde to (31 Kil.) *Istad,* see p. 196. Then the slow stations of (11 Kil.) *Heggeim* and (11 Kil.) *Angvik* (see above), whence we cross the *Sundalsfjord* to (6 Kil.) *Koksvik i Thingvold.* We then take 'land-skyds' to (7 Kil.) *Bølsæt,* and 'boat-skyds' to (7 Kil.) *Stangvik* (good quarters), a station of the Christiansund and Todal steamer. Then drive to (15 Kil.) *Aasen,* near the steamboat-station of *Surendalsøren.*

The steamer from Christiansund plies to Surendalsøren and on to *Surendal* and *Todalsøren* thrice a week. Fjeld-route from Todalsøren to Nedredal, 5 hrs. (guide 4 kr.), see above.

From Aasen we drive to (10 Kil.) *Honstad* (74 ft.) and (15 Kil.) *Kvammen.* In the *Foldal,* which opens to the S. between Kvammen and the church of Rindalen, at a point about 10 hrs. from either of these places, the Trondhjem Tourist Club has built a chalet, to serve as headquarters for excursions in the fine district of *Troldheimen* (comp. the 'Reisehåndbog' of Carl Schulz, p. 207). — 17 Kil. *Rindalen* (470 ft.), with a church (quarters at Strand's, the baker). — 17 Kil. *Garberg i Meldalen,* the first place in Søndre Trondhjems-Amt. — 19 Kil. *Aarlivold* (good quarters, p. 73).

12 Kil. *Bak i Ørkedalen* (fair quarters). From Bak we may either drive to (8 Kil.) **Ørkedalsøren** *(Rian's Inn)* and take the steamer thence for Trondhjem (2½ hrs.; six times weekly); or we may go on by road to (15 Kil., pay for 19) *Eli*, (10 Kil.) *Saltnæssanden*, and (8 Kil.) *Esp* or *Heimdal*, a station on the Christiania and Trondhjem railway (p. 77).

28. Trondhjem and its Fjord.

'*Det er saa favert in Trondhjem at hvile*'
'Tis so pleasant in Trondhjem to dwell.
(Burden of an Old Song.)

Arrival. The RAILWAY STATION lies to the N. of the town, by the harbour. The large STEAMERS are berthed at the W. quay of the Nedre Elvehavn. Carriages and porters ('Bybud') with hand-carts ('Triller') await the trains and the steamers. — Bergenske and Nordenfjeldske Steamboat Office (Pl. 12), Kjøbmansgaden 52, near the Bratørbro.

Hotels. BRITANNIA (*P. A. Clausen;* with garden), Dronningens-Gade, ANGLETERRE (*E. G. Thane*), Nordre-Gade; charges, R. from 1½ kr., L. 40, A. 40-50 ø., B. from 1 kr. 40 ø. to 2¼ kr., D. 3, S. 2 kr.; baths at both. — *GRAND HÔTEL, corner of Krambod-Gade and Strand-Gade, R., L., & A. from 2, B. 1½, D. 2½, S. 2 kr.; *HÔTEL NORDKAP (*P. E. Eide*), Strand-Gade 6, R., L., & A. from 2 kr. 25 ø., B. 1½, D. 3, S. 2 kr.; *VICTORIA (*v. Quillfeldt*, a German), a quiet family hotel, Dronningens-Gade 64, R. 2, B. 1, D. 2, S. 1½ kr.; SCANDINAVIE, Bratør-Gade, at the harbour, R. 1-1½ kr. English is spoken at all. — STRØM'S PRIVATE HOTEL, Nordre-Gade 24.

Restaurants at the hotels. Also at the *Grand Café*, next door to the theatre, D. (1-3 p.m.) 1½ kr.; *Hjorten*, in the suburb of Ihlen, with concerts, D. 2, S. 1½ kr., beer on draught.

Cabs in the Torv: per drive within the town proper, for 1, 2, 3, 4 persons, 40, 60, 80 ø., or 1 kr., outside the town 70 ø., 1 kr., 1 kr. 20, 1 kr. 40 ø.; per hour 1 kr. 20, 1 kr. 50, 1 kr. 80, or 2 kr. 10 ø. Carr. and pair one-half more. Night-fares (10-8) 50 per cent higher. Luggage up to 65 lbs. free (130 lbs. in two-horse cabs). No tariff for the environs. — Skydsstation, Kongens-Gade 75.

Tourist Offices. *T. Bennett*, Dronningens-Gade 12; *F. Beyer (F. E. Møller)*, Dronningens-Gade 16; *Cook's Tourist Office*, Kjøbmands-Gade 46.

Post and Telegraph Office (Pl. 7) in the Nordre Gade, adjoining the Fruekirke (Pl. 2).

Banks (open till 1 p.m. only). *Norges Bank*, corner of Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre-Gade 14; *Nordenfjeldske Credit-Bank*, corner of Dronningens-Gade and Søndre-Gade; *M. H. Lundgren's Enke*, at the Torv; and several others. Money may also be exchanged at *Mr. R. F. Kjeldsberg's*, the British vice-consul, corner of Strand-Gade and Søndre-Gade, and at *Mr. Claus Berg's*, the American consular agent, Munke-Gade 26, corner of the Torv.

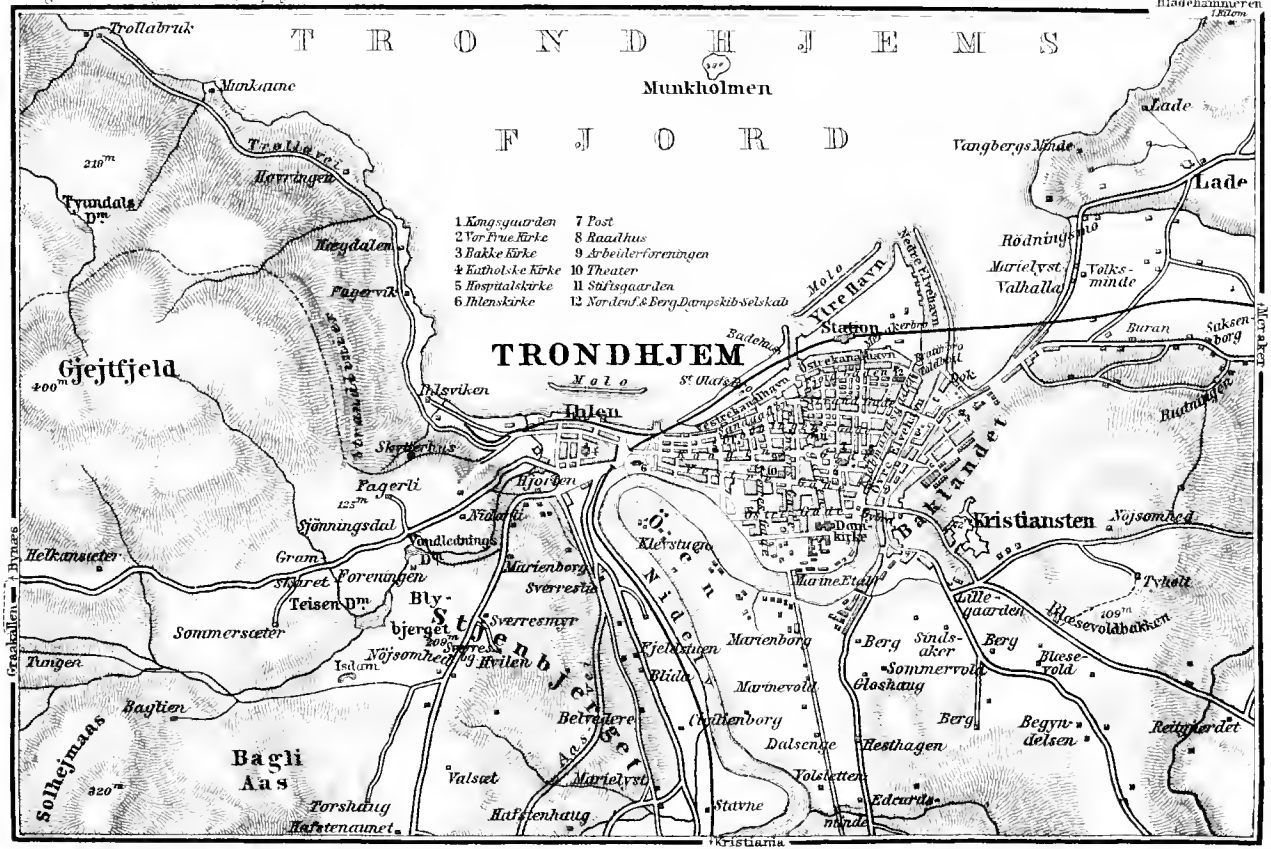
Consuls. British and American, see above. German, *A. Jenssen junr.*, Kjøbmands-Gade 40; French, *Chr. Thams*, Dronningen's Gade 6. Also Danish, Austrian, Russian, and others.

English Church Service in the Hospitals-Kirke (Pl. 5).

Baths. Warm, vapour, and Turkish at Dronningens-Gade 1. — *Sea Baths* (for gentlemen 10-2.30 and 6-8 o'clock) to the W. of the railway-station, 20 ø. (ferry 5 ø.).

Shops. Preserved meats, Cognac, etc., at *Kjeldsberg's*, Strand-Gade, and *Lundgreen's*, Munke-Gade 26. A cheap spirit of local repute is 'Lysholmer' (wholesale at *J. B. Lysholm's*, Strand-Gade 26). — Furs, Antiquities, etc. at *Joh. Bruun's*, Strand-Gade 37, one of the best shops of the kind in Norway; eider-down 20-24 kr. per lb.; eider-down quilts 80-200 kr.; bear-skins 120-450 kr., according to size, colour, etc. — Carved wood, 'Tolle-

Geogr. Anstalt von Wagner & Debes, Leipzig.



knive', etc., at *L. Hansen's*, Strand-Gade 35, next door to Bruun; good and cheap at the depôt of the 'Tugthus' (house of correction), Kongens-Gade 85 (on the way to Ihlen). — Ornaments, copies in repoussé and chased work of the figures in the cathedral, etc., at *H. Møller's*, Dronningens-Gade 16, corner of the Nordre-Gade. — Booksellers (photographs, maps, etc.): *A. Brun*, Kongens-Gade, corner of Nordre-Gade, opposite the post-office; *A. Holbæk Eriksen*, Strand-Gade 17; *H. Moe*, Munke-Gade 44.

Trondhjem, or *Throndhjem* (pron. Trönjĕm), German *Drontheim*, with 30,000 inhab., situated on a peninsula formed by the Trondhjems-Fjord and the river *Nid*, is the northernmost of the larger European towns, being situated in 63° 30′ N. lat., the same latitude as the S. coast of Iceland. In summer the climate is like that of the S. of England, in winter like that of Dresden. The river is rarely frozen over, the fjord never. Hence the rich vegetation. Many of the townspeople are wealthy, and they have long been noted for their kindly disposition. The district is called *Trøndelagen*, its inhabitants *Trønder*. To the E., S., and S.W. rise picturesque heights: E. the *Blæsevoldbakke*, terminating in the spur of *Ladehammeren;* S. and S.W. the *Stenbjerg*.

History. Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river', and *Os*, 'estuary') or *Kaupanger i Trándhjem* ('merchant-town in Trondhjem'). Like Upsala in Sweden, Trondhjem, the 'strength and heart of the country', is the cradle of the kingdom of Norway, and it was here, on Bratøren, that the Norwegian kings were elected and crowned. Here, too, met the famous *Orething*. So early as 996 *Olaf Tryggvason* founded a palace, and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of Olaf Tryggvason, which had been neglected after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. For his remains were brought to Trondhjem and buried there, but afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims. The St. Olaf cult gradually made Trondhjem one of the largest and richest towns in Norway, and gave rise to the erection of the cathedral and no fewer than fourteen other churches and five monasteries. At a later period terrible havoc was caused by civil wars, pestilence, sieges, and fires; and the pilgrimages, so profitable to the town, were put an end to by the Reformation. The reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the cathedral-choir, and his remains were buried in some unknown spot; and most of the churches and monasteries were swept away. In 1796 the population numbered 7500, in 1815 not above 10,000, in 1835 about 12,900, and in 1875 it reached 22,500. The railway which connects it with Østersund, Sundsvall, and Stockholm has made Trondhjem the port for part of northern Sweden.

The Streets are widely built (100-120 ft.) in order to diminish the danger of fire, and generally intersect each other at right angles. Most of the houses are of timber. The streets running from N. to S. command views of the beautiful fjord with the island of Munkholm. The chief are, beginning on the E. side, parallel with the river, the *Kjøbmands-Gade*, the large warehouses in which are supported by piles sunk in the river; then the *Søndre Gade*, the *Nordre Gade*, the *Munke-Gade*, and the *Prindsens-Gade*. Parallel with the harbour, beginning on the N., are the *Fjord-*

Gade, the *Strand-Gade*, the *Dronningens-Gade*, the *Kongens-Gade*, the *Vestre* (now *Erling Skakkes*) *Gade*, and the *Østre* (now *Bispe*) *Gade*.

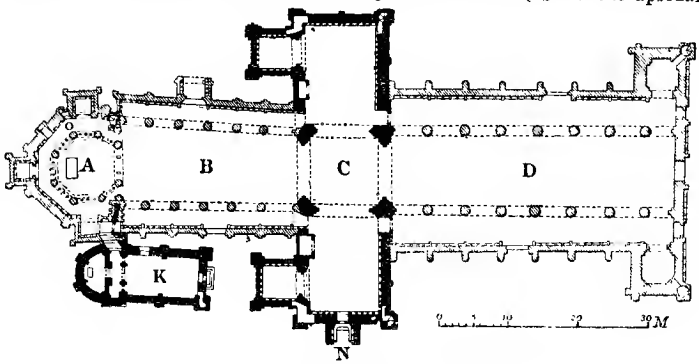
In the centre of the town is the MARKET PLACE *(Torvet)*, where the Munke-Gade and the Kongens-Gade cross. In the former, a little to the N., is the *Stiftsgaard* (Pl. 11), the residence of the 'Stiftsamtmand' (president or governor of the province), and used as a royal palace on the occasion of coronation festivities. In the Kongens-Gade is the *Fruekirke*. Beyond it is the 'Park', embellished with a small bronze statue of the famous *Admiral Tordenskjold*, who was born in Trondhjem in 1691 (by Bissen). Opposite, to the N., is Kongens-Gade No. 4, erected in 1882, containing the *Savings Bank*, the premises of the *Kunstforening* (entrance from Apothekerveiten; Sun., free; Wed., 12-2, 25 ø.), and the *Fisheries Museum* (entrance from the SøndreGade; Sun. & Wed., 12-12½ o'clock).

At the S. end of the Munke-Gade rises the ***Cathedral**, in plan and in execution the grandest church in Scandinavia. The original church, built by *King Olaf Kyrre* over the tomb of *St. Olaf* (comp. p. 203), was considerably enlarged after the erection of Trondhjem into an archbishopric in 1151. *Eystein* (1161-88), the third archbishop, who in consequence of a quarrel with King Sverre (p. xlvii) had fled to England and remained there three years, afterwards returned and built the present transept on the site of the former nave (see Ground Plan C), with a tower in the centre, and the *Chapter House (Pl. K), both in the late-Romanesque style under English influence. To these Eystein's successor added the *Choir (Pl. B), terminating in an exquisite octagonal apse (Pl. A), which covered the revered relics of St. Olaf, the chief treasure of the church. We find here developed, with the aid of favourable material (bluish saponite er soapstone, Norwegian 'klæbersten' from quarries to the E. of Trondhjem, and marble from the quarries of Almenningen, p. 216), all the decorative splendour of early Gothic, mingled with Romanesque features, with traces of elaborate classical treatment, and indications of exuberant imagination. During a fourth building period, 1248-1300, was added the grand Nave (Pl. D), also in the Gothic style, but with stronger leanings towards English models. The cathedral has been repeatedly injured by fire, in 1328 so seriously that the greater part of the choir had to be rebuilt. In 1432 it was struck by lightning. In 1531 a terrible fire destroyed both the cathedral and the whole town. The adoption of the Reformation in 1537 caused the work of restoration to be limited to the most urgent repairs. In 1708 and 1719 the church was again ravaged by fire. Since 1869, when the E. part was re-roofed, while the W. part from the transept onwards lay in ruins, the cathedral has been undergoing a thorough and judicious restoration under the able superintendence of the architect *Hr. Christie*. The chapter-house and the choir with its octagonal apse are now completed. The re-

storation of the remainder will probably take several more decades, but will doubtless be accomplished, as the Norwegians are justly proud of this great national monument, and as funds are provided by the state, by the Trondhjem Savings Bank, and by private subscription (about 100,000 kr. per annum).

The INTERIOR is open to the public 12-1½ and 6-7½ o'clock, on Sundays 1-1½ only (donation to funds expected); at other times to ticket-holders. (Tickets are sold by the booksellers mentioned at p. 203: 1-2 pers. 2 kr., 3-8 pers. 4 kr.)

A door to the left of the N. Portal (Pl. N; opposite the Munke-Gade) admits us to the CHOIR (Pl. B), the restoration of which was completed in 1891. It is partitioned off from the TRANSEPT (Pl. C; now in restoration) and is at present used for the Sunday services. The white marble columns contrast beautifully with the greyish-blue of the saponite walls. The octagonal APSE (Pl. A) is particularly rich, and the effect is enhanced by stained-glass windows and a marble figure of Christ (above the apsidal



GROUND PLAN of the Cathedral: Romanesque parts black, Gothic parts shaded.

arch). The silver reliquary of St. Olaf once preserved here, 225 lbs. in weight, was removed to Copenhagen at the time of the Reformation. From the ambulatory a side-door leads to *St. Olaf's Spring* (Pl. o), which probably determined the site of the church. On the opposite side of the apse is the Romanesque CHAPTER HOUSE (Pl. K). We may also visit the NAVE (Pl. D), the restoration of which was begun some years before that of the transept. The rich S. portal of the choir is known as the *Kongeindgangen*, or king's entrance.

In the 11th and 12th centuries the cathedral was the burial-place of the kings, and several were afterwards crowned here. By the constitution of Norway (1814) the kings must be crowned here, and this was done in the case of *Charles XIV. John* (Bernadotte) in 1818, *Oscar I.* in 1844, *Charles XV.* in 1860, and *Oscar II.* in 1873. — Important works on the cathedral have been published by *P. A. Munch*, *Schirmer* (Norwegian), and *Minutoli* (German).

To the S. of the cathedral is the *Churchyard*, many of the graves in which, in Norwegian fashion, are adorned with fresh flowers every Saturday. Adjacent is the *Marine Arsenal*, on the site of the old *Kongs Gaard* (Pl. 1) and of the residence of the archbishops, containing an interesting collection of Norwegian weapons (apply to the sentinel).

The Academy of Science *(det kgl. norske Videnskabers Selskab)*, Erling Skakkes (formerly Vestre) Gade 47, founded in 1760, once numbered Schøning, Suhm, Gunnerus, and other learned men among its members. It possesses a library of 70,000 vols., large natural history collections, and antiquities from Trondhjems-Stift (adm. free on Sun. & Wed., 12-1.30; at other times, fee). The small 'Stavekirke' of the 14th cent. was brought from Holtaalen in 1884 and restored with the aid of the W. wall of the church of Aalen.

Walks. — Towards the East we may cross the upper bridge over the Nid (the *Bybro*, E. of the cathedral) to the suburb of *Baklandet*, and thence, by a path to the left, ascend to (¼ hr.) the fortress of ***Christiansten** (236 ft.), which was erected in the 17th century. The fire-station, marked by a flagstaff, affords a picturesque view of the town and environs, especially by morning light. — From the *Blæsevoldbakke* (358 ft.) the view is more extensive, but there is no point which commands a complete survey. — Passing through the suburb of *Baklandet*, where we observe large engine-works and a shipbuilding-yard, we may go towards the N.E., across the Meraker railway (p. 207), to (½ hr.) *Ladehammeren* ('Hammer', headland).

Towards the West the town was formerly enclosed by fortifications. On their site rises the modern *Ihlenskirke* (Pl. 6), built of blue quartz-sandstone. Beyond is the suburb of **Ihlen** (10 min. from the Torv), with a Rom. Cath. church and hospital (Pl. 4). On the fjord are large timber-yards and some new pleasure-grounds.

A picturesque view of Trondhjem, with the winding Nid in the foreground, the hills to the E., and the extensive fjord, is obtained from ***Aasveien**, a new road ascending the slope of the *Stenbjerg* (see Map, p. 202; evening light best). On the Stenbjerg are several villas. The blunted summit, near which another road passes, was once crowned with a castle of King Sverre *(Sverresborg)*.

Passing Hjorten, a pleasure-resort at Ihlen, on the left, a road ascends to the W. On the slope of the hill we observe several old coast-lines (p. xxxi), 528 ft. and 580 ft. above the sea-level, and corresponding with similar lines on the mountains on the E. side of the fjord. The higher we ascend the finer becomes the *View we obtain, looking back towards Trondhjem and the fjord and the snow-mountains on the Swedish frontier. Beyond *Gramskaret* (¾ hr. from the church of Ihlen), where we pass through a gate, the view to the E. disappears. Before us, in 10 min. more, appears the top of **Graakallen** (1840 ft.), to which two paths ascend to the left: one 20 min. from Gramskaret, leading by *Tungen* and the *Fjeldsæter*; the other 10 min. farther on, passing *Tempervold* and the *Kobberdamm*. The top (2½-3 hrs. from the Torv of Trondhjem; refuge-hut) commands an extensive survey of fjord and fjeld, extending to the snow-mountains on the Swedish frontier.

A bad path, almost impassable after rain, diverges from the road to the right, ½ M. beyond Tempervold, leads round the *Gjeitfjeld*, mostly through underwood and afterwards overlooking the fjord, and then descends past the old coast-lines and the rifle-range (*'Skytterhuset'*) to Ihlen.

The *Trollavei*, running to the N. from Ihlen, and affording fine views of the fjord, leads to (5 Kil.) the iron-foundry of *Trollabruk*.

In the fjord, about 1½ Kil. to the N. of the town, lies the fortified island of **Munkholmen** (by boat in 20 min.; with one rower for one pers. 1, two pers. 1½ kr.; with two rowers 1½ or 2 kr.; bargain advisable; admission free; a soldier acts as guide). This 'Monks' Island' was once the site of a Benedictine monastery, founded in 1028, of which the lower part of a round tower is the only relic. *Count Peter Griffenfeld* (P. Schumacher), the minister of Christian V., was confined in a cell here from 1680 to 1698. The island is described by Victor Hugo in his 'Han d'Islande'. Beautiful view from the walls of the fortress. Old guns, gun-carriages, etc. Small lighthouse.

The Excursion to the two falls of the Nid near the gaard of *Leren*, about 8 Kil. to the S. of Trondhjem, is best made by driving (cariole 5, one-horse carr. for 2 pers. 8, calèche 12, landau 14 kr.; ½-1kr. extra for every hour beyond four). The road traverses the suburb of Ihlen and follows the left bank of the river. Or we may go by train to *Selsbæk* (6 Kil.), where the slow trains stop, and walk thence to the falls (½ hr.). The lower or **Lille Lerfos** is 76 ft. high. Good view of it from the veranda of the **Fossestuen Restaurant*, in the early-Norwegian style. Well-kept paths lead to the foot of the Lille Lerfos and to the upper or **Store Lerfos** (100 ft. high), which is broken by a mass of rock about halfway across.

An Excursion to the Sælbo-Sjø takes two days. 1st Day, by railway to *Heimdal* (p. 78), and walk thence to *Teigen*, or drive (skyds-station at the railway-station of Heimdal) to *Brøttun* (17 Kil., pay for 21), both situated at the W. end of the **Sælbo-Sjø** or *Selbu-Sjø* (525 ft.), a fine sheet of water, 29 Kil. long, on which a small steamboat plies five times weekly in summer. On the S.E. bank of the lake, near the church of *Sælbo*, and by the mouth of the Nid which descends from the *Tydal*, lie *Marienborg* and the *Sælbo Sanatorium* (landlord speaks English; good shooting near), where we spend the night. — 2nd Day, row (7 Kil.) or drive (15 Kil.) to *Sesaas* on the N. bank, and drive by (7 Kil.) *Fuglem* and (12 Kil.) *Viken* to (12 Kil.) *Hommelvik* on the Meraker railway (see below).

For fuller details about the excursions from Trondhjem, see the 'Reisehåndbog over Trondhjem & de to Trondhjemske Amter', by *Carl Schulz*.

From Trondhjem to Storlien *(Östersund, Stockholm)*.

106 Kil. Railway *(Merakerbane)* in 4¾ hrs.; two trains daily (fares 5 kr. 84. 3 kr. 46 ø.). To Hommelvik in 1¾-2 hrs., several trains (fares 1 kr. 28, 70 ø.).

The train crosses the Nedre Elvehavn and the fjord by a long bridge. To the right lies the suburb of Baklandet; then, on the left, the church of *Lade*. Beyond (3 Kil.) *Leangen* is the lunatic asylum of *Rotvold*, on the left. We now skirt the fjord, here called the *Strindenfjord*, and, farther on, the *Stjørdalsfjord*. 7 Kil. *Ranheim*; 15 Kil. *Malviken*.

23 Kil. **Hommelviken** (small inn), with a brisk trade in timber. (Road to the Sælbo-Sjø, see above. Fine view from the hill about 1 hr. inland.) Short tunnel.

32 Kil. *Hell*, at the mouth of the *Stjørdals-Elv*, which a bridge crosses to the skyds-station of *Sandferhus*. The line now runs inland, ascending the left bank of the Stjørdals-Elv. 42 Kil. *Hegre*, near the mouth of the *Forra*, which descends from the N.E.; 57 Kil. *Floren;* 72 Kil. *Gudaaen* (279 ft.), where we cross the *Reinaa*. A tunnel. Then a considerable ascent, and across the Stjørdals-Elv, to —

81 Kil. (50½ M.) **Meraker** (722 ft.), a thriving and prettily situated little town, the last station in Norway. Beautiful view from the station. Near it an old copper-mine. — The line ascends rapidly. The district becomes lonely, the vegetation scanty. The Åreskuta (p. 338) and other snow-mountains of Sweden appear in the distance. We cross the Swedish frontier, 1825 ft. above the sea-level, and reach —

106 Kil. *Storlien* (1945 ft.; Rail. Restaurant; see p. 339), the continuation of the line beyond which is Swedish (R. 56). Central European time (p. xviii) is followed from here.

From Trondhjem, by Stenkjær, Snaasenvand, and Fiskumfos, to Namsos.

Steamer from Trondhjem to *Stenkjær* nine times weekly in 6-10 hrs. (fares 3 kr. 65, 1 kr. 45 ø.). — Road from Stenkjær to (12 Kil.) *Sunde* with fast stations. — Steamer on the Snaasenvand from Sunde to *Seem* or *Sem* four times a week in 4½ hrs. (fare 2 kr. 10 ø.). — Road from Sem to *Fiskum* 67 Kil., and thence to *Namsos* 71 Kil. (fast stations).

While this is a fine route, the distances are great and the steamers do not always suit, so that it takes four days at least, especially if the beautiful land-route from Levanger to Stenkjær is preferred to the steamer. The route is best combined with a trip to the N. Note also that the Fiskumfos is not in full force after the middle of July. Those who content themselves with a visit to the Trondhjems-Fjord may go from Stenkjær to Nemsos in one day, and may possibly even catch the steamer at Rødhammer (comp. p. 210).

The Steamer steers between the *Tutterø*, with the ruins of the monastery of *Tautra*, and the mainland *(Frosten)*, to the E. to *Holmbjerget*, and across the fjord to the N.W. to *Lexviken*. It then recrosses to *Ekne* on the E. bank, whence it steers N. to the large *Ytterø* (with the parish of *Eid*). *Holsanden* here is sometimes touched at. At the station *Hokstad* on this island are extensive mines of pyrites. The vessel then steers to (4-4¾ hrs. from Trondhjem) —

Levanger (*Backlund's Hotel; Marienborg's Hotel*, both good), a prettily situated little town with 1000 inhab., almost entirely burned down in 1877, but since rebuilt.

A road with fast stations ascends from Levanger through the **Værdal**, which, however, was devastated in May, 1893, and again in 1894, by huge volumes of water forcing their way up from the limestone strata below the surface. Among the 50 gaards destroyed in this way was the skyds-station (14 Kil.) of *Næs*, the place of which has been taken by *Skjørvold*. — 11 Kil. *Garnæs;* 19 Kil. *Sulstuen* (good station); 22 Kil. (pay for 33) *Skalstugan* (good quarters), the first Swedish station. From this point we may walk (with guide) to the *Skalsjø* (1930 ft.), cross this lake by boat, and ascend the Fjeld (no proper path) to an *Encampment of Lapps*, to be found here in summer.

The Lapps, here unspoiled by intercourse with strangers, migrate from time to time, but are generally to be found within 3-4 hrs. from Skalstugan. Gloves and veils should be taken to keep off the mosquitoes.

From Levanger to Stenkjær the steamer takes 4-6 hrs. more. *Stenkjær*, see below.

The ROAD from Levanger to Stenkjær (about 50 Kil.; fast skyds), passing through beautiful scenery, is preferable to the steamer. It leads at first to the E. to —

12 Kil. *Værdalsøren*, on the left bank of the *Værdals-Elv*, here crossed by a bridge. [About 4 Kil. inland, on the N. side of the devastated Værdal (see p. 208), lie the gaard of *Stiklestad* and the church of *Værdal*, built in memory of the battle of 29th July, 1030, in which St. Olaf was slain (p. xlv).]

From Værdalsøren our road leads to the N. past the church of *Salberg* (8 Kil.) and forks: to the right to *Røskje* (good quarters) and Stenkjær (30 Kil.), to the left via Strømmen to Stenkjær (34 Kil.). The latter branch is the finer route. It ascends the *Rolsbakker*, at the top of which, not far from the gaard *Øvre Rol*, we admire the view of the peninsula of Inderøen and the island of Ytterøen, of the *Borgenfjord* to the right and the *Ytterøfjord* to the left. We descend, pass the Amtmand's gaard of *Sund*, and cross a bridge over the strait between the two fjords to *Strømmen* (7 Kil. from Salberg; good quarters at the Landhandler's, P. Aas). The road then leads to the left to (2 Kil.) the new church and the station of —

17 Kil. *Saxhaug* (good quarters). The hill on which the old church stands is a fine point of view. Those who do not require to change horses at Saxhaug drive straight on from Strømmen (thus saving 4 Kil.). Well cultivated country. Road hilly. Beyond —

(11 Kil.) *Kors* we join the road coming from Røskje on the right.

11 Kil. **Stenkjær** *(Thorbjørnsen's Hotel; Langli Hotel)*, with 1900 inhab., prettily situated at the mouth of the *By-Elv*, which descends from the Snaasenvand and is here crossed by a bridge.

FROM STENKJÆR TO NAMSOS (p. 216), 86 Kil. (fast stations): 15 Kil. (pay for 17) *Østvik* (good quarters), on the *Hjelleboln*, the inmost bay of the *Beitstadfjord*. Then across the watershed (300 ft.) to the Namsenfjord. 15 Kil. *Elden* (290 ft.). — 18 Kil. *Rødhammer;* 16 Kil. *Bangsund* (22 Kil. from Namsos by water); 11 Kil. *Spillum*. From Spillum 3 Kil. more to the *Strømhylla Ferry;* thence we row across the fjord (4 Kil.) or drive (8 Kil.) to Namsos.

The road to the Snaasenvand ascends on the right bank of the By-Elv, which forms a fall by the gaard of *By*, and then passes the *Reinsvand*, the *Fossumvand*, and a number of farms.

11 Kil. *Sunde* (good quarters) lies at the S.W. end of the **Snaasenvand** (78 ft.; 45 Kil. long), a beautiful sheet of water enclosed by wooded and rocky hills. On the N. bank runs a road with poor stations. We prefer the steamboat (p. 208; if available), the pier of which is at the gaard *Nøstvolden*, beyond the bridge, and which carries us in $4^1/_2$ hrs. to —

Sem or *Seem* (good quarters). — Thence by a beautiful, but

hilly road (fast skyds-tariff), round the E. end of the lake and across the *Snaasenheia* (807 ft.), to the valley of the *Sanddøla*, which forms the fine *Formofos*, 20 min. to the right of the road (reached by a path). We descend on the left bank of the stream and skirt the E. slope of the *Gjeitfjeld* (2580 ft.).

28 Kil. (pay for 33) *Homo* (good quarters) lies on the left bank of the Sanddøla, to the right of the road. We now leave the stream, which descends in windings to the *Namsen-Elv*, and reach the latter river about 5 Kil. from Homo. We cross it by a ferry, and on its right bank, 3 Kil. farther on, we reach the Namsos and Fiskum road, about $2^1/_2$ Kil. to the E. of Vie (see below). We follow this road to the E., past the church of *Grong*, to —

16 Kil. *Fossland* (197 ft.). We next ascend the marshy hill of *Spendmyren*, descend and cross the mouth of the *Gartlands-Elv*, and again ascend to the slope of the *Aurstadfjeld* (1355 ft.), passing the gaards of *Gartland* and *Aurstad*, where we enjoy a view of striking beauty. We now descend to the farm-buildings (good quarters) on the **Fiskumfos**, a fall of the Namsen-Elv, 105 ft. in height and of great volume (not unlike the Rhine Fall at Schaffhausen), but apt to dwindle towards August. The windows of the house afford a good view of the fall. A flight of steps made by the Tourists' Club descends to the foot of it. — About 1 Kil. farther on is the station *Fiskem* or *Fiskum* (good quarters).

FROM FISKUM TO NAMSOS, down the wooded and well-peopled *Namsdal* (about 8000 inhab.), a long day's journey (9-10 hrs., excluding stoppages). Scenery fine at places.

17 Kil. *Fossland*, and thence to ($8^1/_2$ Kil.) the end of the road coming from the Snaasenvand, see above.

11 Kil. (from Fossland) *Vie*, a great resort of English anglers, the Namsen-Elv being considered the best salmon-river in Europe. The fishings are let. Nearly 1 Kil. farther on is the gaard of *Ler* (good quarters) at the foot of the *Holoklump* (1370 ft.). The road skirts the river and the base of the *Spanfjeld* (1560 ft.), and passes the old church of *Rauem*.

17 Kil. *Haugum*, in *Rauemsletten*, a tolerably well peopled district.

About 2 Kil. to the E. of Haugum a post-road diverges to the N., passing *Flasnes* (good quarters) and skirting the E. bank of the *Eidsvand*, to (11 Kil.) *Galgeften* and (11 Kil.) *Mørkved*; then past the church of *Heilandet* to (17 Kil.) *Flaat*, and down the *Rosendals-Elv* to (17 Kil.) *Kongsmo*, at the head of the inner Foldenfjord (p. 216).

The road traverses the marshy *Tramyr*.

11 Kil. *Hun*, near the church of *Skage*. We then skirt the left bank of the *Reinbjør-Elv*, cross it near its influx into the Namsen-Elv, and follow the latter, at the foot of the *Aalbergfjeld* to —

15 Kil. *Namsos* (p. 216).

NORTHERN NORWAY.

Route		Page
	General Remarks	211
29.	From Trondhjem to Bodø	215
	The Foldenfjord, Bindalsfjord, and Velfjord	216-218
	The Dunderlandsdal, Beierendal, Saltdal, and Junkersdal	219,220
	The Holandsfjord (Svartisen, Fondalsbræ)	221
	Excursions from Bodø: the Beierenfjord, Saltenfjord, and Skjerstadfjord, Sulitelma, and Landegode	222-224
30.	The Lofoten Islands	224
	Vesteraalen	228
31.	From Bodø to Tromsø	229
	The Foldenfjord, Ofotenfjord, and Skjomenfjord	229,230
	From Maalsnæs to the Rostavand	232
	From Maalsnæs to Søveien and to the Balsfjord	232
32.	From Tromsø to the North Cape	235
	The Ulfsjord	235
	Excursions in the Lyngen District	236
	The Altenfjord	237
33.	From the North Cape to Vadsø	241
34.	Syd-Varanger	245
35.	From the Altenfjord to Karasjok	246
36.	From the Altenfjord to Haparanda in Sweden	247

Communication with the Nordland is maintained by the steamers of the united companies *Bergenske & Nordenfjeldske Dampskibs-Selskab* (p. xvii). The MAIL STEAMERS ply throughout the year, leaving Trondhjem once weekly for Vadsø (Line I) and twice weekly for Hammerfest and the North Cape (Lines II & III). Besides these boats the TOURIST STEAMERS ply twice weekly from about the middle of June to the end of July. During the height of the season there are thus five opportunities weekly of starting from Trondhjem for the North Cape. The steamers '*Vesteraalen*' and '*Sirius*' (p. 215) also ply once a week from Trondhjem to Bodø, Svolvær, Tromsø, and Hammerfest; and the Lofoten Islands and Hammerfest are also served by a line plying from Bergen to Trondhjem, Lofoten, Vesteraalen, and Senjen. Besides all these, several BRITISH vessels, carrying tourists only, start at least once weekly from *London*, *Hull*, *Leith*, etc., for the North Cape (see pp. xiii, xiv; or enquire of Messrs. T. Cook and Son); also several GERMAN from *Hamburg* and *Bremen*, and DANISH from *Stettin*.

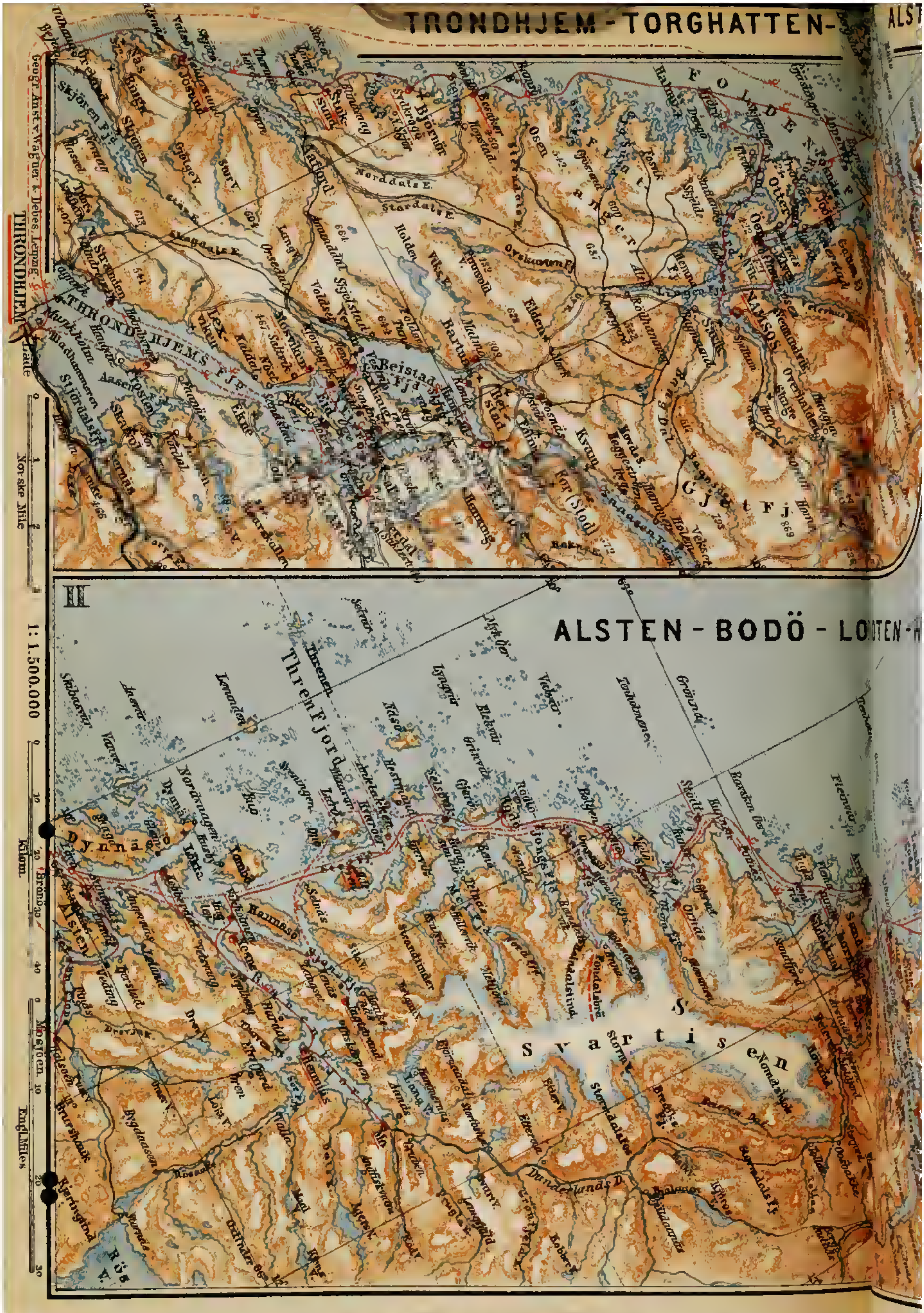
The course of the TOURIST STEAMERS (see time-tables issued by the agents mentioned at p. xvii) is usually as follows: — Dep. Trondhjem Mon. and Wed. at 9 p.m.; arr. at *Torghatten* (p. 217) Tues. and Thurs. at 1 p.m.; arr. at *Henningsvær* Wed. and Frid. at 10 a.m.; then a splendid voyage through the Lofoten Islands;

arr. at *Tromsø* early on Thurs. and Sat.; the *Fuglø* is passed about midnight; arr. at *Hammerfest* Frid. and Sun. at 8 a.m.; the sea-fowl islands of *Stappene* are passed in the afternoon, and the *North Cape* (p. 240) is reached in the evening. — Return-voyage: Dep. North Cape on Sat. and Mon. mornings; arr. in the evening at the *Lyngenfjord;* arr. at *Tromsø* on Sun. and Tues. mornings, at *Svartisen* (Holandsfjord; p. 221) on Mon. and Wed. afternoons, and at Trondhjem on Tues. and Thurs. about noon. The whole trip from Trondhjem to the North Cape and back thus takes less than 9 days by the tourist-steamers. — The tourist-steamers are comfortably fitted up. But they are generally crowded, as they afford the easiest and speediest access to the sights of the Nordland; and the life on board, as in a large hotel, is apt to pall.

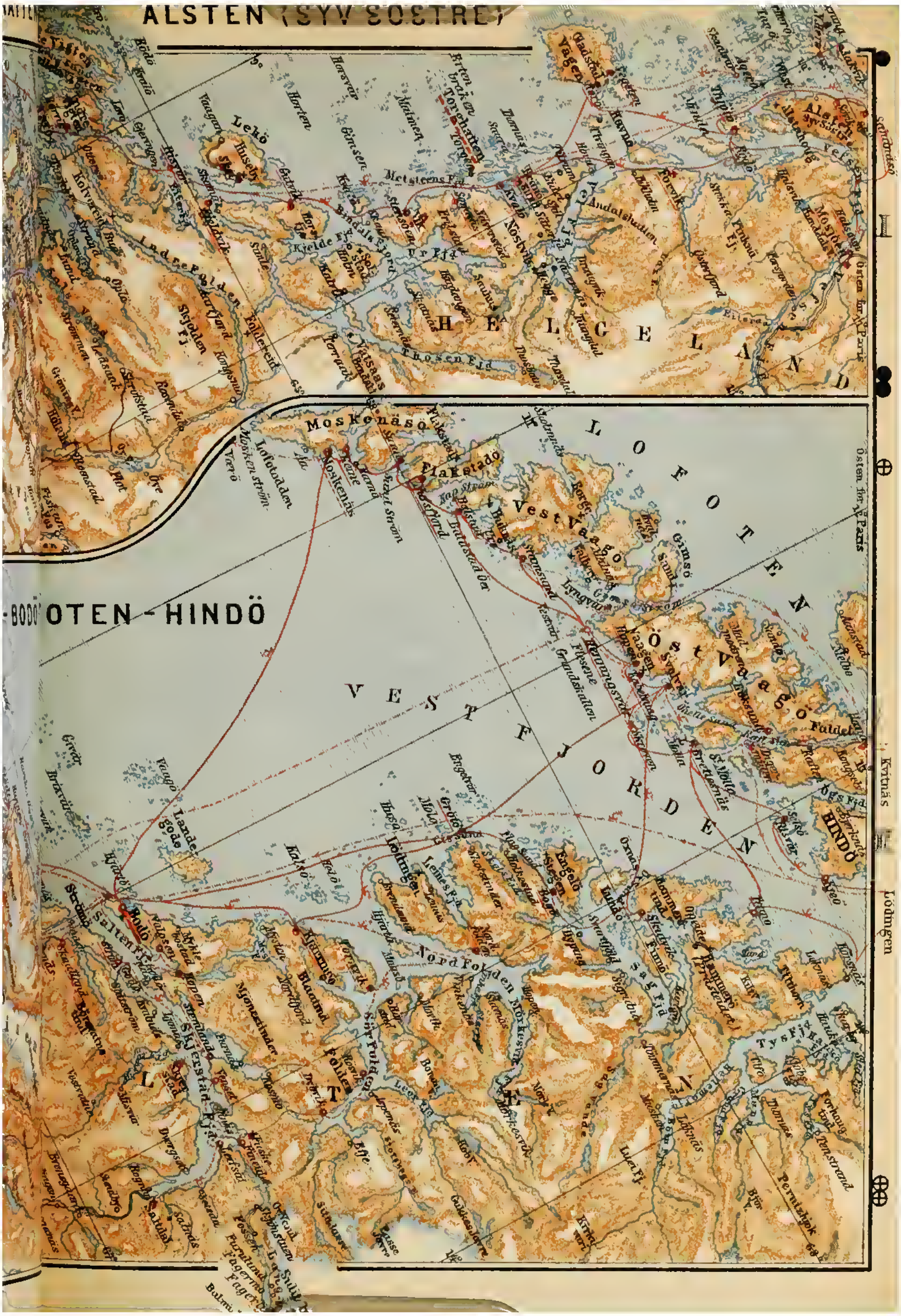
The FARES IN THE TOURIST STEAMERS for the whole voyage, including food, are as follows; — berth in a state-room containing one, two, or three berths, 250-300 kr. (13*l.* 18*s.*; 15*l.*; 16*l.* 13*s.* 6*d.*), according to position and accommodation; cabin-fare, with a berth in the fore-cabin, 220 kr. (12*l.* 4*s.* 6*d.*). Steward's fee included in the fare. Single tickets, but not return-tickets, are issued for sections of the voyage. No reduction is made for families. — Hr. Ludwig Hansen (p. 203) and the hotel-keepers at Trondhjem let comfortable steamer-chairs for the voyage (3½ kr.).

The MAIL STEAMERS call at numerous stations and take 2-3 days for the voyage from Trondhjem to *Bodø*, 4-5 days to *Tromsø*, and 5-6 days to *Hammerfest*. Thence to the *North Cape*, ½ day, and *Vadsø*, 2½ days more. The whole voyage from Trondhjem to Vadsø and back takes about 17 days. In June and July the mail-steamers of Lines II & III (comp. the 'Communicationer') return at once from the North Cape and are therefore as convenient as the tourist-boats. The steamers of Line I, however, usually steer through the Magerøsund (p. 241), without approaching the North Cape, so that, as the scenery beyond the North Cape is comparatively uninteresting (comp. p. 241), they are not recommended to tourists beyond Hammerfest. — The mail-steamers are but little inferior to the tourist-steamers in point of equipment and commissariat, and as they make frequent stoppages of one or more days, they give time for many interesting excursions on shore. At the same time, some of the longest halts are made at the least interesting points, especially on the return-voyages after the end of July, when the loading of the enormous cargoes of herring sometimes delays the steamer 24 hrs. or more beyond the advertised time.

The FARES in the mail-steamers are reckoned by mileage, the first cabin, which is alone recommended, costing 40 ø. per Norwegian sea-mile. The fare from Trondhjem to *Bodø* (76 sea-miles) thus amounts to 30 kr. 40 ø., to *Tromsø* (125 M.) 50 kr., to *Hammerfest* (155 M.) 62 kr., to the *North Cape* (171 M.; fare calculated to Vardø) 80 kr., to *Vadsø* (210 M.) 84 kr. Return-tickets ('Tur og Retur') should be taken for sections only, as the journey may not be broken. Note also that return-tickets are available for the mail-steamers only, and not for the tourist-steamers. — As to charges for food, see p. xviii. — Each steamer carries a small *Post Office*, which also undertakes the transmission of telegrams. Passengers may receive telegrams at *Trondhjem*, *Namsos* (p. 216; not touched at by the tourist-steamers), *Henningsvær* (p. 227), *Ledingen* (p. 230), *Harstad*



TRONDHJEM - TORGHATTEN -
THRONDHJEM
Geogr. Anst. v. Wagner & Debes, Leipzig
Norske Mile
II
1:1.500.000
ALSTEN - BODÖ - LOFOTEN -
Kilom.
Engl. Miles
Svartisen



ALSTEN (SYV SÖSTRE)
-BODÖ
OTEN - HINDÖ
H E L G E L A N D
L O F O T E N
V E S T F J O R D E N
Moskenäsö
Flakstadö
Vest Vaagö
Öst Vaagö
Gimsö
HINDÖ
Lekö
Landegode
Bodö
Salten Fjd.
Skjerstad Fjd.
Nord Folden
Ure Fjd.
Thosen Fjd.
Alsten
Vefsen
Kvitnäs
Lödingen
Östen fra Paris

(p. 230), *Tromsø* (p. 233), or *Hammerfest* (p. 238). These should be addressed to the recipient, 'Passager (name of steamer), Dampskibskontor (name of station)'. The captain, mates, and post-office officials generally speak English.

One drawback to the Nordland voyage is the difficulty of getting rest. As there is scarcely an uninteresting point on the whole voyage, and as it is always day in the height of summer, the traveller is naturally anxious to see everything: but all who wish to avoid over-fatigue and nervous exhaustion should sleep for at least 4-6 hrs. after midnight and an hour or two after dinner. As the sofa-berths in the general cabin require to be vacated by 6 a. m., those who desire to sleep in comfort should secure a berth in one of the state-rooms. The traveller should therefore apply beforehand at the steamboat-offices at Bergen or Trondhjem, or to one of the agents at Christiania, Hamburg, London, Newcastle, or Leith. On receiving a reply that the berths desired are still disengaged, the applicant should remit the amount of the fare at once, as otherwise the berth will not be reserved. Unless previously bespoken, a berth is rarely obtainable except in the general cabin. — As nearly the whole voyage is within the island-belt ('indenskjærs'), sea-sickness is rare. — The *Pilots* ('Lodser'), as well as the captains and crews, are generally obliging and well informed. Two pilots navigate each vessel on the different stages of the voyage, one of them always being on duty.

Landing by means of one of the 'Ranenbaade' (p. 219) that swarm round the steamer on entering a harbour, costs 10-20 ø. (the 'taxt' or tariff should be demanded). — The time on board the steamers is altered daily to that of each locality, a fact to be remembered by passengers going on shore.

The physical characteristics of the Norwegian coast will not fail to interest even the most experienced traveller. Weather, winds, fogs, the play of light and shade, the purity of the air, are all peculiar to the country. Even the Alpine tourist will be at fault here in trying to estimate distances. Perhaps the trip from Tacoma and Victoria to Sitka, along the coast of Alaska, offers the closest analogy within reach of the ordinary tourist (see *Baedeker's United States* or *Baedeker's Canada*). The animal kingdom is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Narwhals 6-12 ft. long, dolphins leaping from the water, porpoises, and other denizens of the ocean are seen (best from the bows of the vessel) disporting themselves in every direction, but whales are rarely visible. At certain places nestle swarms of eider-ducks, whose swimming and diving powers are very remarkable, enabling them to dive twenty fathoms or more for the little crabs and other crustacea on which they live. Everywhere the air is full of sea-gulls, which are often robbed of their prey by the skua (*Lestris parasitica, pomarina, cataractes*), which, unable to fish for itself, compels them to drop their booty.

The most striking scenery extends from the Arctic Circle (*Hestmandø*, p. 220) to the *Lofoten Islands* (R. 30) and the S. end of *Hindø* (Lødingen), where stupendous mountains and glaciers are seen close to the sea. Of majestic beauty is the island scenery of the Arctic Ocean beyond Tromsø, by the *Fuglø* (p. 235) and the *Lyngenfjord* (p. 236). Beyond *Hammerfest* the scenery becomes severe and desolate. At the *North Cape* Europe terminates, and the Arctic regions begin. — The best points for passengers by the mail-steamers to break their journey are: *Bodø*, for excursions to the Saltenfjord (p. 222; interesting at high-water only) and the Sulitelma (p. 223); *Svolvær* or *Digermulen*, for an excursion to the Lofoten Islands (pp. 227, 228); *Tromsø*, for the Ulfsfjord and Lyngenfjord (p. 236); and *Hammerfest*, for the ascent of the Tyven (p. 239).

Inns are found in all the larger places; and elsewhere very tolerable accommodation is to be obtained at the houses of the 'Landhandlere', which are locally called 'hotels', though they have nothing in common with ordinary hotels, except that the traveller pays for his entertainment.

The best Season for a cruise to the North Cape is between 20th June and 15th August. Before the middle of June the mountains are still covered with snow, and the vegetation in the valleys is not fully developed, and after the middle of August the nights become longer. The success of the journey is, of course, dependent upon the weather, which may cause disappointment at any season. The Midnight Sun, visible only within the Arctic Circle(66°32′30″), is seen as follows: —

Places	*For the first time.*			*For the last time.*		
	Upper Margin	Centre	Whole Disk	Whole Disk	Centre	Upper Margin
Bodø	30th May	1st June	3th June	8nd July	10th July	12th July
Tromsø	18th -	19th May	20th May	22nd -	24th -	25th -
Hammerfest	13th -	14th -	16th -	27th	28th -	29th -
North Cape	11th -	12th -	13th	30th -	31st -	1st Aug.

Passengers by the tourist-steamers have three or four opportunities of seeing the midnight sun, once at the Vaagsfjord beyond Harstadhavn (p. 230), again off the Fuglø (p. 235), again from the North Cape (p. 240), and a fourth time on leaving the Lyngenfjord, in the direction of the Fuglø. Passengers by the mail-boats usually see it from the North Cape only, as it is shut out by islands at other places; but a view of it may be obtained from Tyven (p. 239), and also, down to 12th July, from the Løbsaas near Bodø (p. 222). It must, however, be remembered that a perfectly clear sunset is still rarer here than in lower latitudes, and that the northern horizon is very apt to be veiled in cloud and mist. The sublimity of the spectacle has been described by Carlyle, Bayard

Taylor, and many others, while *Tegnér's* lines are remarkable for their simplicity: —

Midnattssolen på bergen satt
Blodröd till att skåda;
Det var ej dag, det var ej natt,
Det vägde emellan båda.

The midnight sun on the mountain lay
And blood-red was its hue;
It was not night it was not day,
But wavered 'twixt the two.

The Maps in this Handbook (four sections, the places where they join being indicated by corresponding marks; see p. ix), though of small scale (1 : 1,500,000), show the usual courses of the steamboats and will probably suffice for most travellers. Fulness of detail has been subordinated to clearness. The course of the mail-steamers is indicated by ————, that of the tourist-steamers by —.—.—. Several other interesting routes are marked ----------. As mentioned at p. xxvi, the best of the larger maps is *Cammermeyer's Reisekart over det nordlige Norge* (scale 1 : 800,000; price 4 kr.).

Travellers by mail-steamer should provide themselves with the latest issue of the *Communicationer*.

The *Distances* between the principal stations are given as usual in Norwegian sea-miles (see p. vi).

29. From Trondhjem to Bodø.

76 S. M. (about 310 Engl. M.). The actual course of the steamers is, however, much longer, varying according to the number of stations called at (42 in all). The Mail Steamers take 13-15 hrs. to reach *Namsos* (fare 12 kr. 40 ø.); 42-44 and on some voyages 48-52 hrs. to reach *Bodø* (fare 30 kr. 40 ø.). The express-steamers 'Vesteraalen' and 'Sirius' touching at Rørvik, Brønø, and Sandnæsøen, reach *Bodø* in 29 hrs. The Tourist Boats, which do not touch at Bodø on their N. voyage, go to *Hennings-vær* (p. 227) in about 35 hrs.

The mail-steamers leave Trondhjem at noon, the tourist-steamers in the evening. The voyage through the outer Trondhjems-Fjord and along the coast beyond it is at first comparatively uninteresting. The first stations are *Rødbjerget*, with the ruined nunnery of *Rein*, on the N. bank of the fjord, and —

7 S.M. **Beian** (p. 200), where travellers from the S. may join the northward-bound steamers without going to Trondhjem. Beian lies at the end of the flat peninsula of *Ørland*, with its numerous farms, on the S.E. side of which stretches the *Skjørnfjord*. Near Beian is the gaard *Østeraal*, the scene of one of Ibsen's dramas.

The vessel now steers to the N. On the left is the large red lighthouse known as *Kjeungen* ('the goat'); on the right stretches the large peninsula of *Fosen*, formed by the sea and the long fjord of Trondhjem. To the W. are the islands of *Stor-Fosen* and the *Tarv-Øer*.

5 S.M. *Valdersund*. The *Nordlandsjægte*, with their lofty bows, and rigged with a single square-sail ('Raaseil') and a topsail ('Skværsegl' or 'Topsegl'), are frequently seen here on their way to the 'Tydskebrygge' or German Quay at Bergen, deeply laden with dried fish. But these craft are gradually being superseded by steamers.

3 S.M. *Stoksund*. To the N. are four caverns, the largest of

which is the *Hardbakhul*, by the gaard of *Hardbak*. To the W. lie the *Linesø* and *Stokø*.

2 S.M. *Sydkraakø*. To the N.W. lies the island of *Almenningen*, containing the quarries which furnished the marble for Trondhjem cathedral (p. 204). Fish spread out on the rocks to dry begin to be seen here; in winter they are hung on 'Hjelder', or wooden frames. Eider-ducks abound. — 2 S.M. *Besaker*.

1 S.M. *Ramsø*. The black and white rings on the rocks ('Tørneringe'), resembling targets, indicate the position of iron stanchions for mooring vessels ('Mærker'). The maintenance of these rings ('Ringvæsen'), like that of the lighthouses and pilots ('Fyrvæsen', 'Lodsvæsen'), is under government. The number of lights required in the 'Skjærgaard' is, of course, very great. For the next two hours we traverse the open *Foldensjø*, which is prolonged towards the N.E. by the *Foldenfjord* (not to be confounded with the fjord of that name to the N. of Bodø, p. 229). The water here is often rough.

5 S.M. *Bjørø*. The mail-steamer now steers to the S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. The scenery improves as we ascend the fjord. Namsos does not come in sight until we have rounded the long promontory of *Mærranes*.

6 S.M. (from Trondhjem 31) **Namsos** (*A. Jensen's Hotel;* British vice-consul, *Mr. J. Sommerschield*), a town of 1850 inhab., charmingly situated on the N. bank of the *Namsen-Elv*, has been rebuilt since a great fire in 1872. The *Church* stands on a rocky hill in the middle of the town. Busy timber-trade. On the *Bjørumfjeld* above the town is a conspicuous view-pavilion (refreshments).

Excursion up the *Namdal* to the *Fiskumfos*, see p. 210.

From Namsos to Kongsmo. A small steamboat plies once a week to the Indre Foldenfjord. Stations *Sørvik*, *Seierstad*, *Lund*, etc. From the terminus *Kongsmo* a skyds-road leads to Haugum (p. 210).

We now steer through the strait of *Lokkaren* and the pretty *Sørviksund*, past the E. and N.E. side of the Otterø. 3 S.M. *Foslandsosen*. Then through the narrow *Rødsund*, and across the partly unsheltered **Foldenfjord.** — 4 S.M. *Apelvær* (Brandzæg's Hotel), a small island at the mouth of the *Indre Foldenfjord*. We thread our way through a maze of islets, passing the *Nærø* on the right.

3 S.M. *Rørvik* (Anzien's Hotel; telegraph-station, comp. p. 217), on the island of *Indre Vigten;* to the W. are *Mellem Vigten* and *Ytre Vigten*, on which rise the *Sulafjeld* (600 ft.) and *Dragstind* (525 ft.).

3 S.M. *Risvær*. — 2 S.M. *Fjeldvig*.

To the left is the island of **Lekø**, a prominent rock on the S. spur of which resembles a giantess. — On the Lekø lies the hamlet of *Skei*, at which the steamers sometimes call. Farther on we have a fine view of the rocks of Lekø as we look back.

1 S.M. *Gutvik*, behind which rise the two *Heilhorne*. On the right opens the *Bindalsfjord*, the boundary between Nordre Trond-

hjems Amt and *Helgeland*, the *Halogaland* of early Norwegian history, which extends N. to the promontory of Kunnen (p. 221).

Twice weekly a local steamer, starting from Brønø (see below), plies up the many-armed **Bindalsfjord** to *Teraak* and *Heilstad*, near *Bindalen-Vatsaas*. Thence, towards the N.W., the long *Thosenfjord*, a huge mountain-cleft, extends to *Thosbotn* and *Gaard Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal*, and to *Mosjøen* on the *Vefsenfjord* (p. 218) in 1½-2 days. The ascent from Gaard Thosdal is extremely steep, and on the E. side of the mountain there is the troublesome *Gaasvas-Elv* to be forded.

The mountains now become more varied in form. To the N., 5 S.M. distant (about 2 hrs. by steamer), soon appears the island of *Torgen*, once the seat of the family of that name, with its curious hill called ***Torghatten** ('market-hat'; 824 ft.), which resembles a hat floating on the sea. The mail-steamboat stations nearest to the island are *Stensøen*, *Vik*, and *Sømnæs*. The tourist-steamers (and generally on request the mail-steamers also) touch at the E. side of the island and land their passengers. A marshy and stony path (for which strong boots are advisable) ascends about halfway up the hill to (30-40 min.) the 'Hul' (or 'Hullet', 'the hole'), a huge natural tunnel 407 ft. above the sea. Its height at the E. entrance, where large masses of debris extending far into the interior are piled up, is about 65 ft., at the W. end 246 ft., and in the middle 204 ft.; total length 535 ft.; breadth 36-56 ft. The sides are mostly flat, and nearly perpendicular, and look at places as if they had been artificially chiselled. The view of the sea with its countless islands and rocks, seen through this gigantic telescope, is strikingly beautiful. The natives sell milk, lemonade ('Brus'), and 'Multebær'. The excursion takes 1½-2 hrs.

As the steamer proceeds on her course we see through the hole in Torghatten from N.E. to S.W. (On the way back the tourist-steamers usually steer past the W. side of the island, enabling us to look through it from S.W. to N.E.) We steer through the *Brønø-sund*, sometimes calling at *Kvalø* (p. 218), and reach the important station of —

6 S.M. (from Gutvik) **Brønø**, the residence of the clergyman and the doctor of the district, with a telegraph-office. The telegraph is of great importance to the fishermen. At Brønø, if not already at Beian or Rørvik, are often seen fleets of herring-boats, the smaller being the fishing-boats, the larger destined for the cargoes. On the arrival of a *Sildstim*, or shoal of herrings, the herring-fleet is at once telegraphed for, and is usually towed by steamers to the scene of action. At the same time supplies of salt and barrels, requisitioned by wire from every quarter, are sent by steamers chartered for the purpose. (Farther to the N. the chief herring-fishery stations are Selsøvig, Bodø, Lødingen, Harstadhavn, Gibostad, and Tromsø.) On the shore are often seen the cottages of the 'Strandsiddere', who live almost exclusively by fishing, while the inland settlers are called 'Opsiddere' or 'Nysiddere'.

From Brønø a visit may be paid to the grand **Velfjord**, on which a local steamer plies twice weekly from *Kvalø* (p. 217), touching at *Rørø*, *Eidet-Sæterland* (at the entrance to the *Skilleboln*, where excellent marble is quarried), *Nævernæs*, and *Hegge* (good quarters at the landhandler's), near the church of *Nøstvik*. — From one of the innermost branches of the Velfjord, or *Store Bjørga* as it is here called, ascends the *Tidingdal*, suddenly rising, 3/4 hr. from its mouth, in a terrace of 460 ft., over which falls the *Tidingdalsfos* in a single leap. — From the Velfjord to the N. diverge the deep and wild *Oksfjord* and the *Storfjord*.

All the steamboats pass the mouth of the *Velfjord*, on the S. side of which rises the huge *Mosaksele*, and on the N. the picturesque *Høiholmstinder* with the Andalshatt. To the W. lies the large island of *Vægen*, rising to 2300 ft., on which is *Rørø*. The mail-steamers either call at Rørø or steer between the *Havnø* and the mainland to *Forvik*. The tourist-steamers pass between the islands of Vægen and Havnø, in full view of the imposing Seven Sisters (see below). To the E. towers the conspicuous *Finknæfjeld* (4330 ft.). On the right is the *Rødø*, a red rock, where some of the steamers call.

6 S.M. **Thjøtø** *(Jørgensen's Hotel)*, a small island, formerly the property of *Haarek of Thjøtø*, a well-known character in early Norwegian history, lies at the mouth of the beautiful *Vefsenfjord*, which runs inland to the E. of the island of Alsten, and is entered twice weekly by the mail-steamers. The banks of the inner fjord are finely wooded. The steamer steers into the narrow S.E. bay, called *Vefsenbunden*, and stops at *Mosjøen* (Mosjøen's Hotel; Mr. H. P. Dahl, British vice-consul), a little town with 1150 inhab. and the large steam-saw-mills of *Halsenøen*, *Drevjebruget*, and others.

From Mosjøen a good road leads to the *Tustervand* and to *Stornes* on the *Røsvand* (1475 ft.), which ranks next to Lake Mjøsen in point of area. From Stornes we may ascend the *Brurskanke* and the *Kjeringtind* (5805 ft.), on the W. side of the lake, and then follow the course of the *Røsaa*, the discharge of the Tustervand and Røsvand, towards the N. to *Røsaaæren* on the *Ranenfjord* (p. 219). About halfway thither a digression may be made to the E., up the *Bjuraa*, for the sake of ascending the imposing *Øxtinder* (about 5580 ft.); but these peaks are better reached from Røsaaøren and through the *Leerskardal*.

The tourist-steamers and some of the mail-boats traverse the 'Skjærgaard' to the W. of the Thjøtø and the large island of **Alsten** (pop. 1500), on which rise the finely shaped hills called the ***Syv Søstre** ('seven sisters'; 2630-3280 ft.). Six hills only are distinguishable, but one of them has a double crest. The highest of the sisters is the *Digertind*. At the S. end of the island is the church of *Alstahoug*, where *Peter Dass* (p. lxxiv), author of 'Nordlands Trompet', a description of Norway in verse, was pastor in 1689-1708. On the *Haugnæs*, near the church, is the so-called *Kongsgrav* ('king's grave'). The mail-steamers call at *Søvik* (Jensen's Hotel; local steamer to Lovunden and Threnen, see p. 220), also, on the N. side of the island, at *Sandnæsøen* (Sannesøen's Hotel; N. Strøm Jakobsen's Hotel), near which are the old church of *Stamnæs* and the district-prison. From Sandnæsøen we may ascend the N. peak of the Seven Sisters, passing (6 Kil.) the gaard of *Botnet*.

At Sandnæsøen unite the courses of the steamers which pass the island of Alsten on the E. and on the W. side. Farther on we pass the **Dynnæsø**, to the W., of which the *Aakviknaver* (2880 ft.) is the highest point. At *Bjørn*, on the Dynnæsø, the greatest of the Nordland fairs takes place on 2nd July. These fairs were originally called *Ledingsberge* (or *Lensberge*), as the natives used there to pay their taxes *(Leding)*.

6 S.M. *Kobberdal* on the island of *Løkten*, with hatcheries of eider-ducks. The birds build their nests in nooks artificially made for the purpose. As they are then very tame, a number of the eggs may be taken without frightening the birds away; and the eider-down they leave in the nests is afterwards collected.

On the right, to the N.E. of Kobberdal, opens the **Ranenfjord**, which is visited by several of the mail-steamers, though the tourist-steamers do not enter it. This fjord, anciently *Radund*, is famous for its timber, of which almost all the boats, houses, and coffins between this point and Vadsø are made. The 'Ranenbaade' have high bows and sterns, not unlike the Venetian gondolas; they are considered typical national craft, and are often used as pleasure-boats.

The steamboat-stations in the Ranenfjord are *Hemnæs* (Saras Nielsen's Hotel), with a new church and a group of huts for the use of church-goers from a distance arriving over-night, and *Mo* (Meyer's Hotel), at the mouth of the *Dunderlands-Elv*, which carries on a considerable trade with Sweden.

From Mo we may visit several STALACTITE CAVERNS ('Drypstenshuller'): the *Risagrotte* on the *Langvand*, near *Hammernæs* (11 Kil.); the *Laphul*, near *Gaard Bjørnaa*, and opposite to it another by *Gaard Grønlien*, both in the valley of the *Rødvas-Elv*. An excursion may also be made to the glacier of SVARTISEN (p. 221) by rowing to the end of the Langvand and ascending the valley to the N. as far as *Fisktjernmo*. A glacier-pass crosses thence to the end of the *Melfjord* (p. 221).

Another excursion is to the *Svartisvand*, a lake into which an arm of the Svartisen Glacier descends.

To the N.E. of Mo extends the interesting broad valley of **Dunderlandsdal** (from the Finnish *Tundwri*, or the Lappish *Duodar*, 'mountain'). A peculiarity of several of its streams is that they disappear in caverns and suddenly re-appear lower down. Thus the *Stilvasaa*, near *Gaard Storforshei* in the *Skogfrudal* (about 15 Kil. from Mo). Near it is the forest-girt *Urtvand*. Farther to the W. is the *Eiteraa*, which drives mills close to its egress from the earth. Near this are *Tyvshelleren* ('thieves' grotto') and an interesting *Ravine*, with an icy current of air through it, where the rushing of the subterranean water is audible. A third stream of the same kind is the *Pruglaa* near *Gaard Jordbro*. By the *Pruglheibro* are about fifty water-worn 'giant cauldrons'.

From **Bjældaanæs**, the central point of the Dunderlandsdal (55 Kil. from Mo; road without stations), we may visit the *Stormdalsfos* and the marble grotto at its foot, near the Brediksfjeld. We may also ascend the *Urtfjeld* (about 4920 ft.), by crossing the *Stormdalshei*, or the *Brediksfjeld*, which commands a splendid view of Svartisen and the Lofoten Islands.

From Bjældaanæs it is a day's ride up the *Bjældaadal*, across a pass (2805 ft.), and through the *Øvre* and *Nedre Toldaadal*, to *Toldaa* in the **Beierendal**, and thence by *Oosbakke* (pass to the Saltdal, see p. 224) to *Storjord* (45 Kil. in all; quarters at the under-forester's). From Storjord to *Soløen* (p. 222) 14 Kil. more.

From Bjældaanæs to Almindingen in the *Saltdal* is a long day's journey

(16-17 hrs.), on which few people are ever met. The route leads either through the Bjældaadal (following the telegraph-wires), or through the *Gubbelaadal*, *Randal*, and *Lønesdal*, which last forms the upper end of the Saltdal. Below the junction of the Saltdal and *Junkersdal* lies *Gaard Berghulnæs;* thence to *Almindingen* and *Rognan*, see p. 224. — From Berghulnæs we go E. to the *Junkersdals-Gaard*, in the Junkersdal (14 Kil.; good quarters). The bridle-path to it leads through the *Junkersdals-Ur*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaagfjeld* to the W. (4-5000 ft. high). Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fjeldstuer'. Many Lapp settlements are to be met with on the heights in the Dunderlandsdal and Saltdal.

2 S.M. (from Kobberdal) *Vigholmen* (Olsen's Hotel), charmingly situated, about 6 Kil. to the N. E. of the mouth of the Ranenfjord. After their digression into the Ranenfjord the mail-steamers here rejoin the course of the tourist-steamers. We now steer between the islands of *Huglen*, *Hannæsø*, and *Tombø* (2720 ft. high). To the E. are seen the S.W. spurs of the Svartisen, and to the W. the singularly shaped islands of *Lovunden* and *Threnen (Threnstävene)*. Lovunden, upwards of 2000 ft. high, is still 30 Kil., and the four islands of Threnen, equally lofty, are 45 Kil. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of loons or divers (*'Lundefugle'*, *Mormon arcticus)*, whose eggs, about $3^1/_3$ in. long and 2 in. across, are esteemed in the Nordland. They make their nests in clefts of the rocks difficult of access, which are annually plundered, and the young birds are also captured and pickled.

The abruptness of Lovunden, the top of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund'.)

Another saying is —

'Hestemanden tute, Lovunden lute, og Threnen er længere ute.'

('The Hestmand blows his horn, the Lovund overhangs, and the Thren lies farther out.')

These two remarkable islands may be visited by the local steamer leaving *Sørvik* (p. 218) every Sat. morning and returning on Mon. morning. Several intermediate stations.

The **Arctic Circle** (66°32′30″), the crossing of which is usually announced by several cannon-shots, passes through the islands of Threnen and a little to the S. of the Hestmandø. We steer through the *Stegfjord*, the strait between the *Lurø*, with its pyramidal hill (2110 ft.), on the left, and *Alderen* on the right. A little later we sight the ***Hestmandø** (1750 ft.), perhaps the most interesting island in this archipelago, resembling a 'horseman' with a long cloak falling over his horse. The hill may be ascended without a guide. The view embraces the whole surrounding archipelago, and the long Svartisen to the E. — To the right is a peninsula of the mainland, projecting far into the sea.

6 S.M. *Indre Kvarø*, a lonely place, from which we may visit the Melfjord, the Lurø, Lovunden, Threnen, and the Hestmand. Dominating the landscape for many miles, on our right, rises

***Svartisen,** an enormous expanse of snow and ice (resembling the Jostedalsbræ and the Folgefond), about 55 Kil. long and at places 16 Kil. broad, covering a plateau about 4000 ft. in height, from which protrude a few peaks or knolls ('Nuter', 'Klumper', 'Knolde'), while numerous glaciers descend from it to the adjacent fjords.

1 S.M. *Selsøvig.* On the right the *Rangsundø;* beyond it opens the *Melfjord*, with grand mountains. (Glacier-pass to Mo, p. 219.)

2 S.M. *Rødø* ('red island'), on which rises **Rødøløven** (easy to ascend), a hill resembling a lion looking westwards. — To the right open the *Tjongsfjord* and the *Skarsfjord*, with their branches the *Berangsfjord* and *Holandsfjord*, which extend into the heart of Svartisen.

On their return-voyage the tourist-steamers enter the **Holandsfjord** and land passengers between the gaards of *Reindalsvik* and *Enna.* A bad path, leading through several brooks, runs thence to (20 min.) the lower margin of the **Fondalsbræ**, an arm of Svartisen, the general view of which, however, is grander from the steamboat. To the S. rises the *Reindalstind* (2130 ft.), which is said to afford the best survey of Svartisen.

Passing the *Omnesø* on the right, we steer towards the —

3 S.M. *Grønø*, a smiling island, which commands a most striking view of Svartisen. We next pass the mouth of the *Glomfjord*, which cuts deep into the mainland, and steer through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right towards the headland of Kunnen. Far to the N. we obtain our first glimpse at the Lofoten Islands. — The mail-steamer next sometimes stops at *Ornæs* and *Stødt.*

The promontory of ***Kunnen** or *Rotknæet* (1998 ft.), the N.W. spur of the Svartisen plateau, forms the boundary between Helgeland and *Salten*, and has a climatic and geographic importance like Stadtland in the Søndmøre (p. 167). At this point there is a 'Havsøie' ('sea-glimpse'), or opening in the island-belt, through which we get a view of the open sea and sometimes feel its motion. To the W. the *Støtfyr* is in sight, to the N. appears the Fulgø, and in the distance the Landegode (p. 224).

The TOURIST STEAMERS now leave the mainland and steer across he Vestfjord to the Lofoten Islands (see p. 224).

The MAIL STEAMERS pass, on the left, the *Fuglø*, the *Fleina*, and the *Arnøer*, and on the right the church of *Gildeskaal* and the large island of *Sandhorn*, with a mountain 3295 ft. high (beyond which lies the Beierenfjord, p. 222). We then cross the mouth of the *Saltenfjord* (p. 222), at the E. end of which, in clear weather, we observe the snow-fields of the Sulitelma (p. 223), and soon reach the curious rocky harbour of —

12 S.M. **Bodø** (*Grand Hôtel*, R. from 1, S. 1½ kr.; *Johansen's Hotel*, unpretending; British vice-consul, *Mr. V. B. Jentoft*), in N. lat. 67° 17′, a busy and increasing place, with 3650 inhab., seat of the Amtmand or provincial governor. Among the large modern buildings are still a few of the old cottages with their

roofs of turf. A large wooden church in the Gothic style was completed in 1886. Passengers by the mail-steamers, which usually stop several hours here, may land and ascend (with guide) the *Løbsaas*, a hill marked by a pole, 1 hr. to the N., which commands a view of the Lofoten Islands to the W., of the snowy Blaamandsfjeld or Olmajalos (p. 224), adjoining the Sulitelma (which is not itself visible), to the E., of the Børsvatnstinder to the S.E., and of the Sandhorn, with the Svartisen, to the S. (Midnight sun, see p. 214.) A similar view, though less extensive, is obtained from the fields, 5 min. to the S. of the town; and the view from the *Voldfjeld* (about 1310 ft.), 2 hrs. to the N. of Bodø, is also said to be fine. Geologists will be interested in the erratic blocks of syenite in the midst of a rock formation of slate. — Pleasant excursion to the (6 Kil.) *Vaagevand*, with its club-hut.

A road leads to the S.E., passing an interesting post-glacial shell-deposit, to (1/2 hr.) the *Bodøgaard*, with a church and a parsonage, at which Louis Philippe, when travelling as a refugee under the name of Müller, was entertained on his voyage to the North Cape in 1796.

Excursions from Bodø. Numerous excursions on land may be made from Bodø. The well-wooded country aronnd affords a welcome contrast to the generally bare and desolate scenery of the Nordland. The following are some of the most attractive steamboat-excursions.

(1) The Beierenfjord. The local steamer 'Salten' plies up the Beierenfjord (there and back in 6 hrs.) on Tues. (at 2 p.m.) and Sat. (5 p.m.). Crossing the mouth of the Saltenfjord and passing the island of *Sandhorn*, the steamer calls at *Skaalland* and *Rønæs* on the mainland, and at *Sandnæs*, on Sandhorn (p. 221). We now enter the **Beierenfjord**, a narrow inlet flanked by imposing mountains, contracting, beyond *Kjelling*, to its narrowest part at the gaard of *Eggesvik*. The last station is *Tvervik*.

From Tvervik we may row to (3 Kil.) *Solsen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4120 ft.; with guide; extensive view of the mountain-solitudes towards Sweden, of Svartisen to the S., and of the sea dotted with islands to the W., bounded by the distant Lofoten Islands). Or we may row to *Arstad*, where there is a skyds-station, with a fine waterfall. The road leads thence through a picturesque valley, past *Beierens Kirke* (by the gaard of *Moldjord*), to Storjord, Aasbakke, and (about 20 Kil.) Toldaa (p. 219).

(2) To the Saltenfjord and Skjerstadfjord. — The local steamboat leaves Bodø thrice a week in July (Mon. & Thurs. at 5 a.m.; Sat. at 12.30 a.m.), touches at *Strøm* (for the Saltstrøm), *Skjerstad*, *Fuske*, and *Rognan*, at the S. end of the Skjerstadfjord, and returns to Bodø at night. — A better way of visiting the Saltstrøm is to drive from Bodø (telegraph beforehand if possible for cariole) to (17 Kil., in 1 1/2 hr.) *Kvalvaag*, and to go thence by sailing-boat in 1-1 1/2 hr. to *Strøm*. In this case the excursion does not take more than 6-8 hrs.

Two islands, the *Strømø* on the S. and the *Godø* on the N., separate the *Saltenfjord* from the extensive *Skjerstadfjord*. The latter is connected with the sea by three very narrow straits only, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Go-*

døstrøm, through which an enormous mass of water has to pass four times daily, forming a tremendous cataract, known as the **Saltstrøm,** as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft. during spring-tides, the scene is most imposing. Vessels can navigate these straits during an hour or so at high or at low tide only, and the steamer times its departure from Bodø accordingly.

The best point of view is 1/4 hr. from *Strøm* (quarters at Furre's, the Landhandler). A column here commemorates the visit of King Oscar II. in 1873. The scene is most effective when the water is pouring into the fjord. The ascent of the *Børsvatnstinder* to the S. of Strøm is recommended.

The principal place on the Skjerstadfjord is *Skjerstad*, at the entrance to the *Misværfjord*. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then recrosses the fjord to *Venset*. — About 5-6 Kil. farther on is *Øinesgavlen*, a promontory of conglomerate, a formation which also occurs in the *Kjætnæs*, 14 Kil. to the S.

Fuske (slow skyds-station), on a N. bay of the fjord, whence a road leads by the *Fuskeeid* to *Dybvik* on the *Foldenfjord* (p. 229). After a voyage of 8 hrs. from Bodø we reach —

Finneidet (Fred. Østensen's Hotel, R. 3/4, B. 3/4 kr., D. 1 kr. 60 ø., S. 3/4 kr.), the starting-point for an excursion to the Sulitelma, and the port whence the copper-ore mined on that mountain is shipped.

Passing an extensive moraine we cross the Finneid (in about 10 min.) which divides the fjord from the lake of *Nedre Vand*, on which a small steamer (40 ø.) plies at irregular intervals. A voyage of about 1 1/4 hr. brings us to *Skjenstuen*, at the head of the *Øvre Vand* which joins the Nedre Vand. The surrounding district is known as *Vattenbygden*. Thence a narrow-gauge railway runs to (1/2 hr.) *Fossen*, at the foot of the *Langvand* (410 ft.), where we change to another small steamer (60 ø.). The scenery on the Langvand is fine; numerous waterfalls, among which the *Rupsi Joki* ('red water'), on the left, deserves special notice.

Furulund, the steamboat-terminus (1 1/2 hr.), is the seat of the Swedish *Sulitelma Mining Co.* and has handsome buildings and a store where provisions, rugs, etc., may be purchased for journeys in the interior. The Turist-Hotel affords food and lodging. Several of the mining-officials speak English. The mines, which lie about 1/4 hr. from Furulund, are hardly worth visiting, but a row to the (1 hr.) Rupsi Joki (see above) is interesting. — From Furulund we proceed on foot viâ *Fagermo*, and in 1 hr. reach **Fagerli** (good quarters but poor fare at *Ole Sørensen's*, whose brother *Petter Sørensen* is an excellent guide), at the E. end of the Langvand, with the smelting-works of the copper-mines. Near it the *Balmi Joki* forms a fine fall.

The ascent of the ***Sulitelma** (Lapp '*Sullui Cielbma*' 'festival monntain') from this point takes 13 hrs. (there and back) and is neither very fatiguing nor dangerous. In 1 1/2-2 hrs. we reach the plateau of **Hankabakken* (2185 ft.), with a fine view of the Langvand, the Svartisen, and the Sulitelma group; 2 hrs. more bring us to the foot (about 3280 ft.) of *Stortoppen* (6180 ft.), the most N.W. of the three summits of the Sulitelma, which stretch from N.W. to S.E. After a steep climb of 1 1/2-2 hrs. over loose stones we reach *Vardetoppen*, the W. horn of Stortoppen (about 490 ft. lower than the latter), and enjoy a grand outlook over a wild desolate mountain-region, with innumerable glaciers (here known as *Jækna*) and lakes. The Stortopp, which lies opposite, can hardly be ascended from this side; the first ascent was made in 1888 from the *Sala-Jækna*, which is wedged in

between the summits and thence extends to the S.E. into the Leurodal (see below). The mountain is covered with enormous masses of snow, which have forced the glaciers to descend 600-700 ft. below the snow-line. — Adjoining the Sulitelma group on the N. is the *Olmajalos* (5350 ft.) with the *Olmajalos-Jækna* and the *Lina-Jækna*. About 50 Kil. to the N.E. rises the *Sarektjokko* (6990 ft.), the highest mountain in Sweden.

From Fagerli we may also ascend the *Rapisvari* (2171 ft.; 2 hrs.), commanding a fine view of the Langvand and the Sulitelma; or we may proceed up the Balmi Joki to the (2¾ hrs.) *Lommijaur*, a lake at the S. base of the Sulitelma, which we skirt to the (2½ hrs.) height (2780 ft.) between it and the *Leurodal*. View of the Sulitelma, Sala-Jækna, and Lommijaur. We are here close to the Swedish border; to *Qvickjock*, see p. 341. We may return to Fagerli viâ the tourist-hut on the *Vasbotnfjeld*, thence into the Saltdal, and take the steamer from Rognan.

From Finneidet the steamer steers into the S. arm of the fjord to —

Rognan (skyds-station; fair quarters), its last station, where it stops for 1 hr. or more. Rognan lies at the end of the Skjerstadfjord, on the left bank of the *Saltdals-Elv*. *Saltdals-Kirke* stands on the right bank.

From Rognan we may drive up the Saltdal viâ *Sundby*, *Almindingen*, and *Nævernæs* to *Rusaanæs* (fair quarters; tinned provisions), whence we may reach Oosbakke in the Beierendal (p. 219) in one day (horse 10, guide 6 kr.) or Bjældanæs in Ranen (p. 219) in two days (horse 24, guide 6 kr.).

(3) An excursion from Bodø to the island of **Landegode**, 12 Kil. to the N., takes a whole day (there and back). We row across in 2-3 hrs. (3-4 rowers) and land near the gaards of *Kvig* and *Sandvig*. Thence we may ascend the **Kvittind* (2320 ft.; with guide; 2-2½ hrs.), which affords a grand view, to the N., of the whole chain of the Lofoten Isles, to the E. the Sulitelma, to the S. the Hestmand and Threnen.

30. The Lofoten Islands.

The Mail Steamers ply from Bodø to *Lødingen* (p. 230) by different rontes or lines marked I, II, III in the 'Communicationer'. Line I follows the coast as far as *Grete* (p. 229) only, and then crosses to (5-6 hrs.) *Svolvær* (p. 227), whence it takes us by *Kjeø* to *Lødingen* in 5 hrs. more. — Line II skirts the mainland longer and is described separately (p. 229). — Line III, which goes direct from Bodø to the Lofoten Islands, takes us by *Moskenæs* (p. 226) and then by *Reine*, *Sund*, *Balstad*, *Stamsund*, *Henningsvær* (p. 227), *Hopen*, *Kabelvaag*, and *Svolvær* (12 hrs. from Bodø); thence viâ *Skroven*, *Brettesnæs*, *Risvær*, and *Kjeø* to *Lødingen* in 8 hrs. more. — Steamers in connection with the mail-boats leave Svolvær as follows. On Tues. night a Lofoten Steamer for *Skroven*, *Kabelvaag*, *Ørsvaag*, *Henningsvær*, *Lyngvær*, *Gimsø*, *Stamsund*, *Stene*, *Ure*, *Balstad*, *Nufsfjord*, *Sund*, *Reine*, *Moskenæs*, and *Væro;* returning by the same route and reaching Svolvær on Thurs. morning. — On Mon. afternoon and Thurs. night a Vesteraalen Steamer leaves Svolvær for *Sildpoldnæs*, *Brettesnæs*, *Digermulen*, *Løksund*, *Hanø*, *Kvitnæs*, *Sigerfjord*, *Sortland*, *Bitterstad*, *Stokmarknæs*, *Melbo*, *Stene i Bø*, *Skaarvaag*, *Hovden*, *Sundersø*, *Bredstrand*, *Sommersø*, *Nyksund*, *Alsvaag*, *Risehavn*, *Skjoldehavn*, *Sortland*, etc., reaching Svolvær on the return on Frid. afternoon.

The Tourist Steamers take 7 hrs. from the headland of Kunnen (p. 213) to *Henningsvær;* thence through the Gimsøsund and the Raftsund to *Digermulen* 4½-5 hrs., and to *Lødingen* 2-2½ hrs. more.

The express-steamer 'Vesteraalen' (pp. 211, 215) leaves Bodø on Mon. morning for *Svolvær*, *Lødingen* (p. 230), *Harstad*, and *Tromsø*, which it reaches on Tues. morning; returning from Tromsø on Wed. morning and

reaching Bodø on Thurs. morning. — The vessels of the 'Vesteraalen's Dampskibsselskab' afford other opportunities of visiting the Lofoten Islands.

A VISIT of about a week in the Lofoten Islands is described as full of interest. Fair quarters and tolerable fare are to be obtained at various points, especially in *Svolvær*, *Kabelvaag*, and *Digermulen*. The traveller must be prepared to do a good deal of walking on rough paths and to arrange his sleeping hours and meal-times, not according to the clock, but according to the departures of the steamers and the length of the excursions (comp. p. 213).

The broad ***Vestfjord**, which is entirely unprotected towards the S.W., separates the Lofoten and Vesteraalen Islands from the mainland. The tourist-steamers traverse it from end to end, while the mail-steamers steam across it. In both cases we enjoy a superb **View of the jagged chain of the Lofoten Islands ('Lofotvæggen', or the wall of Lofoten) in their full extent. The light is most favourable in the forenoon. Weird, but less imposing, is the midnight light, which pales the moon into insignificance. Most effective of all is stormy weather or a sudden tempest. But in any case, unless the view is blotted out by mist or rain, the passage of the Vestfjord presents one of the finest sights in the Nordland.

The chain of the ***Lofoten Islands** forms a wide curve starting from the *Vesteraalen Islands*, which flank the mainland, and extending for about 150 Kil. to the S.W. into the Atlantic; and it has not inaptly been likened to a backbone, tapering away to the smaller vertebræ of the tail at the S. end. Most of these islands lie so close together that no opening in their long mountain-chain is visible from a distance, but those at the S. end of the group are wider apart. This chain forms a perfect maze of hills, bays, and straits, interspersed with thousands of rocky islets ('Holme', 'Skjær', or 'Flese', from Icel. *flesjar*, as they are often called), and numerous fishing-banks ('Skaller', 'Klaker'), and enlivened at places with fishing-villages ('Vær'). Most of the mountains are picturesque and pointed in shape, often rising immediately from the sea; many of their peaks have a crater-like formation, recalling those of the Tátra Mts. in Austria. So far as not covered with snow, they are clothed with green moss, which has a peculiar luminosity in damp weather; but there is also no lack of barren rocks. Good harbours ('Vaage') abound, where large vessels, dwarfed to nut-shells, lie close to rocks several thousand feet high. The larger islands contain rivers and lakes of some size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh vegetation owing to the dampness of the summers and mildness of the winters, so that sheep and other animals can remain in the open air all the year round.

The famous LOFOTEN FISHERY is carried on from the middle of January to the middle of April in the Vestfjord, between the islands and the mainland. During that period about 30,000 fishermen in some 8000 boats flock to the islands from the whole of the W. coast of Norway. They fish on three different banks extending as far as 4 Engl. M. out to sea, at a depth of 30, 45, and 120 fathoms respectively. The cod ('Skrei-Torsk', Gadus morrhua),

which come here from the depths of the Atlantic to spawn, are caught with nets ('Garn'), long lines ('Liner') with baited hooks, or hand-lines ('Dybsagn'). The shoals ('Torskbjerg') of cod are so dense that hand-line fishers, with artificial minnow ('Pilk') and sinker ('Jernsten', 'Søkkjet', 'Sykket'), hook their prey as fast as they can lower their lines. The annual yield averages 20 million fish, and the number has even reached 37 millions (1886). A catch *(Fisket)* of 5-6000 cod per boat is considered a good haul. As the fishermen are paid in cash, the Norwegian banks send large sums of money to the islands every February.

The fish are carried ashore, and are either merely opened ('opvirket') and cleaned, or split entirely open ('Klipfisk', from kleppen, to split open) and spread out on the rocks to dry. They are then collected into heaps under small round wooden covers, known as 'hats', or are tied tail to tail and hung ('spærret') upon wooden frames ('Hjelder'). The fish caught after 14th April are cut open and the backbones removed, and are called 'Rotskjær'; when simply cleaned in the ordinary way, they are called 'Rundfisk' or 'Stokfisk'. 'Tørfisk' (dried fish) is the generic name. Fish salted without other preparation are called 'Laberdan'. The heads are dried by fire, pulverised, and converted into 'fish-guano'. On some of the outlying islands the cod-heads are boiled with sea-weed ('Tarre') and used as fodder ('Løpning') for the cattle.

As may be supposed, it is not easy for the multitude which flocks to the spring fishery to find accommodation. Most of the fishermen sleep in temporary huts ('Rorboder') erected for them. In the middle is the fire-place ('Komfur'), where they cook their 'Supamølja' and 'Okjysta'. Each boat's crew is called a 'Lag', who choose their own 'Hovedsmand' or captain. The whole proceedings are usually very peaceable, especially as spirits are not procurable. A travelling chaplain ('Stiftskapellan') performs service on Sundays. At the close of the winter fishery ('Gaatfisket') most of the fishermen go N. to Finmarken for the 'Vaarfiske' ('summer fishery') or the 'Loddefiske'.

The fishery is unfortunately often attended with great loss of life. Thus when a westerly gale springs up, rendering it impossible to retnrn to the islands, the open boats are driven 12-15 Engl. M. across the Vestfjord, often capsizing on the way. On these occasions the men often stick their 'Tolleknive' into the keel of their craft to enable them to hold on. Some of the keels are even provided with handles ('Stropper') for this purpose.

The south-westernmost of the larger Lofoten Islands is the **Moskenæsø**, on which lies *Moskenæs* with its church, a station of the mail-steamers on Line III and of the local steamers. The S. end of the island is called *Lofotodden*, past which runs the famous *Malstrøm* or *Moskenstrøm*, a strong current often dangerous to fishing-boats. Farther to the S. is the islet of *Mosken;* then the *Værø*, with church and parsonage; and the flat and populous island of *Røst*. Still farther in this direction are *Skomvær*, with the last lighthouse, and the sea-birds' haunt of *Nykerne*, populated chiefly by gulls and guillemots. — *Reine* (Sverdrup's Hotel), the second steamboat-station, is also situated on the Moskenæsø.

On the E. side of the Moskenæsø is the *Sundstrøm*, which separates it from the **Flakstadø**, on which lie the stations of *Sund* and *Nufsfjord*. On the W. side of the island is the church of *Flakstad*. Near Sund is the *Kvalvig* ('whale-creek'), a natural trap for whales, which not unfrequently enter the narrow bay at high tide and cannot turn to go out again.

On the E. side of the Flakstadø is the *Napstrøm*, separating it from the large **Vestvaagø**, on a small island at the S. end of which

lies the steamboat-station of *Balstad*, backed by the *Skotstinder*. *Ure*, to the E. of the huge headland of *Urebjerget*, and *Stamsund* (Stamsund's Hotel) are also steamboat-stations. Among the hills on the Vestvaagø the beautiful *Himmeltinder* are conspicuous.

The tourist-steamers (p. 221) steer direct to the *Gimsøstrøm*, the strait between the Vestvaagø and the **Østvaagø**, the largest of the Lofoten Islands. On the S.W. point of the latter lies *Henningsvær* (Jensen's Hotel), with a guano-factory, a station of the mail-steamers, one of the chief centres of the fishery traffic, and residence of the naval officer who superintends it. Above it towers the *Vaagekalle* (3078 ft.). Off the island lie the rocky islets *Flesene*, *Grundskallen*, and *Vestvær*, all excellent fishing-grounds. On the S. coast of the Østvaagø are the next stations, *Hopen* and —

Kabelvaag *(Olaf Trygvasen's Hotel*, R. & board, 5 kr. daily; *Frøken Olsen's Hotel)*, the largest fishing-station on the Lofoten Islands, near which are *Storvaagen* and *Kirkevaagen*. The church of *Vaagen* was founded at the beginning of the 12th century. Hans Egede, the missionary of Greenland, was pastor here in 1705-18. A road leads from Kabelvaag through fine rocky scenery to ($1^1/_4$ hr.) a group of fishermen's huts opposite to Svolvær, to which we may cross by ferry in 20 minutes.

Svolvær *(Kaarbøe's Hotel)*, situated on a small island off the S. coast of the Østvaagø, with guano-works, another busy fishing-station, is also the most important steamboat-station on the Lofoten Islands and is the starting-point of the Lofoten and Vesteraalen local steamers (p. 224). British vice-consul, *Mr. H. E. Rouquette*. The *Svolværjuret* (about 1900 ft.) may be ascended in 3 hrs. (there and back 5 hrs.); the midnight sun is visible from the top between May 28th and July 14th. — Opposite Svolvær are the islands of *Skroven*, with its lighthouse, *Lille Molla*, and *Store Molla*, with the steamboat-station *Brettesnæs* and a large English guano-factory. A little farther to the N. is *Digermulen*, at the S. entrance to the Raftsund (p. 228).

The Tourist Steamers pass Henningsvær and enter the *Gimsøstrøm* (see above), which is flanked by finely shaped mountains. Beyond the small island of *Lyngvær*, at the head of a creek on the right, is the guano-factory of *Lyngvær*. They then steer past the *Gimsø*, on the W. side of which is the *Sundklakstrøm*, and out to sea on the N. side of the Østvaagø with its fjords and fine mountains. On the left lies the pleasant island of *Utlvø*, with the steamboat-station of *Melbo* (Fredriksen's Hotel). The strait we here pass through is called the *Hadselfjord*, after the church of *Hadsel* on the E. point of the Ullvø, visible in the distance. Due E. we observe the *Møsadel* (3610 ft.), rising in the centre of the **Hindø**. Its glacier is said to be the saddle of a persecuted giantess. This much contorted island belongs to the *Vesteraalen* group (p. 228).

About $3^1/_2$ hrs. from Henningsvær the tourist-vessels pass the islet *Hanø* (station) on the left and enter the ***Raftsund**, the grandest of the Lofoten straits, separating the Østvaagø from the Hindø. Steering to the S., we pass between huge mountains furrowed with ravines and covered with large expanses of snow. On the E. are the *Brubrøktinder;* on the W. the *Nilsvigtinder*, the *Faldfjeld*, and the *Svartsundtinder*. The scene is grandest at *Løksund*, where at the head of the ***Troldfjord* tower the snowy *Troldtinder* in several peaks. In fine weather the tourist-steamers enter the Troldfjord, which is enclosed by almost perpendicular rocks with snow-filled gorges. Looking back, we obtain another magnificent view of the Raftsund. To the W. rise the lofty *Korsnæstind* and *Rørhoptind*. The passage takes about an hour in all.

A very interesting excursion (4 hrs. there and back) may be made from Digermulen (see below) by rowing to the Troldfjord and then ascending on foot to the *Troldvand*, a mountain-lake almost always frozen (about 800 ft.), above which the Troldtinder rise almost sheer for 3200 ft.

At the S. end of the Raftsund lies the island of *Store Molla* (p. 227), and on the E. side of it, at the S.W. end of the Hindø, is *Digermulen*, a station of the local steamers, consisting of the house of the Landhandler *Normann* ('Hotel') and a few fishermen's huts. Behind it rises ***Digermulkollen** (1150 ft.), which affords perhaps the most superb view in the whole Nordland, and was visited by Emp. William II. in 1889. Ascent $1^1/_2$ hr.; at the top are a belvedere and a refuge-hut. (From this point a great Panorama was taken by the painters Jos. Krieger and Adalb. Heine in 1887.) We also obtain a beautiful survey of the Raftsund, on the E. side of which, in the foreground, rises the Sneetind, connected with the Digermulkoll, to the left of which are the distant hills of the Langø and the other Raftsund Mts. To the S.W. we overlook the whole of the Vestfjord with the open sea beyond it, and to the E. we see the mountains on the mainland. — An even more comprehensive view is obtained from the *Sneetind* (about 2300 ft.), ascended by an easy path from Digermulkollen in 1 hr.; descent to the shore $1^1/_4$ hr.

The local Vesteraalen steamer from Svolvær (p. 227) also traverses the Raftsund twice a week. From *Melbo* (see above) it steers once a week to the N.W. to *Stene i Bø* on the **Langø**, an island with numerous fjords, peninsulas, and isthmuses, which forms the chief part of the W. Vesteraalen group and together with the *Skogsø* contains five parishes ('Fjerdinger'). The vessel then steers back to —

Stokmarknæs, on the Ullvø, and through the narrow *Børøsund* to *Kvitnæs* on the Hindø. Thence to the N. between the Langø and the Hindø to Sortland. The Møsadel (see above) is visible the whole way. Grand scenery, with attractive foreground.

At *Sortland* (Ellingson's Hotel), on the *Sortlandsund*, we may land and wait for the boat returning next day. Meanwhile we may row (in a 'Sexring') across the Sund to visit the 'Eiderholme' or hatcheries of the eider-ducks (p. 219).

Next station —

Skjoldehavn on the **Andø** (p. 231), the least interesting of the Vesteraalen Islands. From its extensive swamps, on which the 'Multebær' abounds, rise abrupt hills to a height of 1970 ft. The last station towards the N.

IV STJERNÖ-HAMMERFEST-
NORDKAP-VADSÖ

HINDÖ - TROMSÖ
LYNGENFJORD - STJERNÖ
Ringvadsö
KVALÖ
TROMSÖ
ARNÖ
ALVAS-NJARGA
Stjernö
Sörö
Hammerfest
Nordkap
Čorgaš-Njarga
Rago-Njarga
VARJAG-NJARGA
SPIRTE-NJARGA
VADSÖ
Sydvaranger
1 : 1.500.000
German Miles
English Miles
Wagner & Debes, Leipzig

is *Risøhavn* (Nagel's Hotel) on the Andø, at which a local steamer from Harstadhavn also calls twice a week.

Opposite Skjoldehavn, beyond the *Gavlfjord*, lies *Alfsvaag* on the Langø. The steamer then goes on to *Langenæs*, at the N. end of the Langø, and returns on the W. side. (Once a week it goes by the W. side of the Langø and returns by the E. side.)

The tourist-ships round the promontory of Digermulen, pass the rocky islet of *Aarsten* on the right, and the *Øgsfjord*, cutting deep into the Hindø, on the left, and *Kjeø* (Line I), also on the left, and off —

Lødingen they join the course of the mail-steamers, as described below. (From Lødingen to Harstadhavn about $2^1/_2$ hrs.)

31. From Bodø to Tromsø.

49 S. M. The following pages describe the course of the Mail Steamers of 'Line II' from Bodø to Lødingen. These vessels also touch at Svolvær and Brettesnæs on the Lofoten Islands (comp. p. 224), but the rest of their course skirts the mainland. From Lødingen to *Tromsø* the course of all the mail-steamers almost coincides with that of the tourist-steamers. The mail-steamers take 9-10 hrs. from Bodø to *Svolvær*, 7-8 hrs. more to *Lødingen*, and 3 hrs. from Lødingen to *Harstadhavn*. From Harstadhavn to *Tromsø* all the vessels take about 10-12 hrs.

Bodø, see p. 221. — The steamer heads W. from the harbour and steers to the right through the strait between the small island that protects the harbour and the larger *Hjærtø*. To the left opens the Vestfjord (p. 225); and farther on, on the same side, rises the mountainous island of *Landegode* (p. 224).

4 S. M. *Kjærringø* lies to the S. of the *Foldenfjord*, the environs of which are grand. The lower part of the mountains has often been worn smooth by glacier-action, while their summits are pointed and serrated like the Aiguilles of Mont Blanc. The *Strandtind* in particular (sketched by Prof. Forbes in his 'Norway') has the form of an extinct crater. At the head of the Foldenfjord rise other huge mountains, one of which, the *Troldtind* (first ascended by C. Hall in 1889), resembles the Matterhorn.

The **Foldenfjord** divides into the *Nordfolden* and *Sørfolden* branches, to both of which a Local Steamer plies from Bodø in 10-12 hours. Stations *Myklebostad*, *Kjærringø*, *Leines* (on the *Leinesfjord*, to the N. of Nordfolden), *Nordfolden*, *Røsvik* (quarters at the Landhandler's), and *Dybvik* (at the end of Sørfolden). From Dybvik to *Fuske* on the *Saltenfjord*, see p. 223. Wild scenery. — From Sørfolden the *Leerfjord* diverges to the N.E.; from the Nordfolden diverge the *Vinkefjord*, with its prolongation the *Stavfjord*, and the *Mørkesvikfjord*. These fjords are almost uninhabited.

Farther N. we pass through the *Gissund*, a very narrow strait, the bottom of which is often seen through the green water, to —

5 S. M. **Grøtø**. The mail-steamers of Line I steer hence straight across the *Vestfjord* to *Henningsvær* (see p. 227). Those of Line II pass between the *Engelvær*, on the W., and the *Skotsfjord*, with the *Skotstinder*, on the E., steer to the E. into the *Flagsund*, between the mainland on the S. and the *Engelø (Stegen)* on the N., and stop at —

2 S.M. *Bogø*. They then steer round the *Engelø*, with the station of *Laskestad* and the church of *Stegen*, and cross the mouth of the beautiful *Sagfjord* to —

2 S.M. *Skutvik*, on the *Hammerø*, on which towers the pointed *Hammerøtind*. Farther on is the abrupt *Tilthorn*, first ascended by C. Hall in 1889. Then through the *Øxsund*, between the *Lundø* and the Hammerø, and out into the *Vestfjord*, in full view of the superb Lofoten chain (p. 225).

5 S. M. *Svolvær*, see p. 227.

The steamboats of Line II now steer back (E.) to the mainland.

6 S.M. *Tranø i Hammer*, on a many-armed peninsula.

3 S.M. *Korsnæs*, at the entrance of the *Tysfjord*, on which a local steamer plies to *Kjøbsvig*. The chief arms of the Tysfjord are the *Hellemofjord* and the *Botnfjord* (extending to within 12 Kil. of the Swedish frontier), the *Grundfjord*, the *Munfjord*, and the picturesque *Stedfjord*, above which rises the *Stedtind*.

From *Musken*, near the head of the Hellemofjord, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven *Sagvande*, to *Tømmernæs* on the *Sagfjord*; another to *Hopen* on the Nordfoldenfjord (p. 229). — From Kraakmo (excellent quarters) we may ascend the huge *Kraakmotind*, and make an excursion by the 5th, 6th, and 7th Sagvand (the boat being dragged across the isthmuses) to the magnificent primæval forest on the 7th lake. From Kraakmo to Tømmernæs on the Sagfjord (17 Kil.) we row down the four lower Sagvande. Near the fjord is a waterfall 50 ft. high. — Another route crosses the picturesque *Dragseid* from *Drag* on the Tysfjord to the Sagfjord, the steamboat-stations nearest which are *Bogø* and *Tranø* (see above).

1 S.M. **Lødingen**, an important telegraph-station (comp. p. 217), with a church and parsonage, picturesquely situated on a peninsula of the many-branched *Hindø*, which is here separated from the *Tjællø* and the mainland by the *Tjællsund*.

To the N.E. of Lødingen extends the large **Ofotenfjord**, the geological continuation of the Vestfjord (steamer twice a week). The S. shore, on which lies *Balangen*, is fertile but rather tame. The steamboat touches at *Lidland* (good quarters) on the N. bank, at the entrance to the bay called *Bogen*, and then steers S.E. to *Victoriahavn* (terminus of a railway now being made to Gellivara in Sweden, p. 341), and to *Fagernæs* on the *Beisfjord* (good quarters at Mosling's). The grandest scenery on this fjord is to be found in its E. recesses, particularly the *Rombak* and the *Beisfjord*, between which rise the *Tøtta* (4921 ft.; easily ascended) and the *Vomtind*. The Landhandler at Fagernæs provides a guide.

To the S. from the Ofotenfjord diverges the **Skjomenfjord**, at the end of which lies *Elvegaard* (good quarters). A route to Sweden leads hence through the *Serdal*, passing the old copper-mines of *Skjangli* (38 Kil.). The finest scenery here, however, is on the W. arm of the Skjomenfjord, at the end of which is *Skjomboln*, backed by *Frostisen* (to the W.), with its enormous glaciers.

The next stage is less interesting. We steer past the E. side of the Hindø through the *Tjællsund*, which afterwards expands into the *Vaagsfjord*.

4 S. M. *Sandtorv*; 2 S. M. *Græsholmen*, both on the Hindø.

2 S. M. **Harstad** or *Harstadhavn (Central Hotel; Hôtel Nordstjernen)*, the first station in *Tromsø Amt*, on a fertile hill on the N. E. side of the Hindø, is an attractive and prosperous place.

Carioles at the pier invite to a drive. About 1 hr. to the N. is the famous old church of *Throndenæs*, in the middle ages the northernmost in Christendom.

Harstad is a station of the Tromsø-Amt steamers to *Risøhavn* (p. 229) in the Vesteraalen group.

To the N. we see the pointed mountains of the *Grytø*, and in the distance the *Senjehest*, the S. headland of Senjen (see below). The tourist-steamers steer to the N.E. across the *Vaagsfjord*. Here, before the middle of July, we have the first opportunity of seeing the midnight sun. Between the Grytø and the Senjehest appears in the distance the Vesteraalen island Andø (p. 228). To the E. tower the abrupt Aarbodstind and the Faxtind (see below). — The mail-steamers steer S.E. from Harstad to the *Roldø* and into the *Astafjord* to —

4 S.M. *Havnvik*, on the Roldø. Near it is the church of *Ibestad*, which, like that of Throndenæs, is of stone and vaulted, while all the other churches in Tromsø-Stift are of timber. To the S.E., on the mainland, towers the *Messetind* (3317 ft.), and to the S. of it the *Skavlikoll* (3297 ft.), both of which may be ascended, with a guide, the first from the *Gratangenfjord*, the second from the *Gravfjord*.

The scenery is grand as we steam through the ***Salangenfjord** and the **Mjøsund**, between the *Andorjø* and the mainland, through which the tourist-steamers pass on their return-voyage. On the mainland lie the stations of *Lavangnæs* and *Søveien*, which are also touched at twice a week by a local steamboat from Tromsø. Immediately to the W. on the Mjøsund rises the huge *Aarbodstind* (3855 ft.), with a large glacier and a waterfall, and to the E. the pointed *Faxtind* (3995 ft.).

The scenery is still more impressive at —

4 S.M. *Kastnæshavn*, whence all these mountains, including the pinnacle of the Faxtind, are seen at once, while the horizon to the W. is bounded by the mountains of Andø and others. To the W. lies the *Dyrø*, with the *Dyrøsund*.

4 S.M. *Kløven*, on the island of *Senjen* (648 sq. M.). Large quantities of 'Kveiter' (Hippoglossus maximus; skate) are caught here. A single fish sometimes attains a length of 7-10 ft. and more than fills a barrel. To the S.E. rises the snow-clad *Ghirragas-Tjokko*, or *Istinder* (4865 ft.).

3 S.M. *Gibostad* (telegraph, comp. p. 217) is also in the island of Senjen. We steer between the island and the mainland. The shores are green, wooded, and tolerably well peopled, and the pretty scenery is backed by snow-mountains.

The tourist-steamers and the mail-steamers of Line III cross the **Malangenfjord**; those of Lines I and II steer into it to the S.E. to Maalsnæs. This fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by high mountains. To the S.W., S., and S.E. it sends four deep inlets, of which the

steamer affords a view. To the S. rise the snowy mountains of the Maalselvsdal, and the snow peaks on the Lyngenfjord are visible to the E. The steamer does not enter these inlets, of which the longest are the *Nordfjord* and *Auerfjord*, but touches at —

5 S. M. *Maalsnæs* (Pedersen's Hotel), on a promontory near the mouth of the *Maals-Elv*. Maalsnæs is a good starting-point for excursions to the *Maalselvsdal* and the *Bardudal*, inhabited chiefly by colonists from the Østerdal and the Gudbrandsdal, the first of whom settled here in 1796.

The following tour includes the Maalselvsdal and the Bardudal: 1st day, from Maalsnæs to Øverby or Kongslid; 2nd day, ascend the Rostafjeld; 3rd day, to Kirkemoen in the Bardudal; 4th day, to Søveien.

1. Through the Maalselvsdal to the Rostavand. We drive (fast stations as far as Bakkehaug) past *Hollændernæs*, where the Dutch attempted to found a settlement in the 17th cent. against the will of the Hanseatic merchants (p. 111). This is alluded to by Peter Dass: —

'*Men der denne Handel lidt længe paastod,*
Da blev det de Bergenske Kjøbmænd imod,
Hollænderne maatte sig pakke.'
(But their trade was soon brought to a close
By the merchants of Bergen their foes:
And the Dutchmen were forced to be off.)

The first station in this picturesque valley is (14 Kil.) *Guldhav*. The road then leads past the church of *Maalselven* to (11 Kil.) Moen (good quarters at *Huys Enke's*). The grand mountain facing us is the *Ghirragas Tjokko*, or *Istinder* (4865 ft.), resembling a crater. An excellent point of view is *Lille Mauket* (1850 ft.), near Moen. (The rest of this route lies beyond the limits of our Map.)

Passing several small stations, and then (18 Kil.) *Bakkehaug* and (12 Kil.) *Neergaard* (slow station), with its small church, we arrive at *Øverby* (poor quarters; slow station), which, with the Nordgaard, lies at the confluence of the Maals-Elv and the *Tabmok-Elv*. (Through the valley of the latter a route leads to the Balsfjord and Lyngenfjord; p. 236.) Above the *Rostavand* rises the huge Rostafjeld (5110 ft.), the ascent of which is not difficult, and may even be made by mountaineers without a guide. We ride to the gaard of *Kongslid* (good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer sometimes seen. Opposite the Rostafjeld, to the S., rise the *Likkavarre* (4895 ft.), *Ruten* (4385 ft.), *Alap* (4955 ft.), and *Seutivarre (Kamnæsfjeld)*; to the S.E. the *Likkafjeld*; to the E., quite near, the *Brattifjeld*.

2. From Moen to Søveien. *Moen*, see above. The next station is (17 Kil.) *Sundli*, in the *Bardudal*. Before reaching Sundli we diverge to the left to *Fosmoen* and the *Bardufos*, a fine waterfall of the Bardu-Elv. To the left rise the *Istinder* (see above), the W. peak of which may be ascended. — 23 Kil. *Sætermoen*. The road in the Bardudal, uninteresting, goes on to Viken and the *Altevand*, where the *Guolaçærro* (or *Kisteffjeld*, 5660 ft.) rises on the N. and the *Rokomborre* (5350 ft.) on the S. — Our route, a good carriage-road, crosses the hill called *Kobberyggen* to (10 Kil.) *Brandvold*, leads past the *Nedre Vand* to *Vashoved*, and lastly to (17 Kil.) *Søveien* (p. 231).

3. From the Maalselvsdal to the Balsfjord. Of several routes the easiest (with guide; 1 day's walk) is from *Olsborg*, a little to the N. of the station *Moen*, to *Storstennæs* (not to be confounded with the group of honses opposite Tromsø mentioned on p. 233), from which *Havnnæs*, near the S. end of the fjord, may be reached by boat the same day. Hence steamer once a fortnight on the Balsfjord, on the E. bank of which are mountains 5000 ft. high, to Tromsø. — Instead of steaming direct to Tromsø, enterprising travellers may go (boat and guide not easily got; gnats troublesome) from *Havnnæs* in one day to *Mælen* at the S. end of the Lyngenfjord (p. 236).

Leaving the Malangenfjord, we steam past the huge *Bensjordtind* (4085 ft.), with its expanses of snow, on the right, and the large island *Kvalø* on the left, where in the foreground rise the snow-clad rocks of the *Lille Blaamand* (2625 ft.). The *Blaamand* itself (3280 ft.), the highest hill in the island, rises on our left farther on. We steer into the *Tromsøsund*, a strait about 550 yds. broad. Behind us the Bensjordtind remains in sight till we enter the harbour of Tromsø. To the N. we see the snow-clad Skulgamtinder on the Ringvadsø; to the E. we look up the Tromsdal, with the Tromstind in the background.

7 S.M. (19 from Harstad) **Tromsø.** — GRAND HÔTEL, R. 2½, B. 1, D. 2 kr.; HÔTEL NORDEN; both near the large church.

DIORAMA (Tromsø in winter) in a pavilion on the quay (25 ø.). — BRITISH VICE-CONSUL, *Mr. J. H. Giæver.* — PHOTOGRAPHERS, *Vickstrøm, Skjetne*, both near the market. — FURS (polar-bears' skins, etc.) at *M. Nielsen's*, Stor-Gade, and other shops. — GOLDSMITH, *Claus Andersen*, near the pier. — Families of Lapps are met in the town, who offer various articles for sale.

STEAMERS. Several local steamboats ('Tromsø-Amts-Dampskibs-Selskab') ply from Tromsø to the *Ulfsfjord*, *Lyngenfjord*, *Reisenfjord*, and *Kvenangsfjord*. All the large Nordland steamers also call here. Tromsø is therefore a good centre for excursions.

Tromsø, a town of 6000 inhab., with several churches and schools, the seat of an Amtmand and a Bishop, lies on the island of that name, in 69° 38′ N. latitude. It was raised to the rank of a town in 1794, and is a busy trading place, exporting large quantities of dried and smoked herrings and other fish, train-oil, fur, etc. The harbour is always full of vessels, including not a few French, which carry away hundreds of casks of cod-roe ('Rogn') to be used in the sardine-fishery. Tromsø also trades largely with Russia and fits up many vessels for the capture of seals and walruses.

In the S. part of the town is the large timber-built *Protestant Church*. Near the Grand Hôtel is the *Museum* ('Musæet'; adm. 50 ø.), containing natural history and ethnographical collections. In the market-place ('Torvet') are the *Town Hall* and the *Roman Catholic Church*. The town lies on a gentle slope, planted with mountain-ashes, wild cherry-trees, and birches, which attain a surprising size and luxuriance. Above the town is a pleasant grove of birches, adjoined by the small villas of the townsfolk and a lake which supplies the town with water. We ascend beside the Sparebank, turn to the right at the fork of the road, and then to the left through the cemetery at the top, and descend on the other side. From the very top of the hill we see the snow-mountains of the Ringvadsø and the Kvalø to the N. and N.W.

An *EXCURSION TO THE TROMSDAL, for the sake of seeing a Lapp settlement, takes 2-4 hrs., there and back. We row (usually direct from the steamer) across the strait to *Storstennæs* (not to be confounded with the place of that name on the Balsfjord), at the entrance to the *Tromsdal*. The path up the valley cannot be mistaken (¾ hr.; carr. for two pers. 10 kr. there and back). The ground

is rough and marshy at places. We pass through a birch-wood on the S. bank of the brawling stream, and at length reach a kind of basin, with the Tromstind rising on the E., containing the **Lapp Encampment**, a colony of a few Lapp families from the Swedish district of *Karesuando*†, who occupy several 'Darfe Goattek' or 'Gammer'. The *gamme* is a dome-shaped hut, formed of stone, small tree stems, turf, and birch-bark, with a round opening at the top for the exit of smoke and the admission of light. Each hut always has its fire, over which hangs a pot or kettle. The hearth is called 'aran', and the seat of honour beside it 'boasso'. The family and the servants sleep on each side of the fire. These Lapps possess a herd of 4000-5000 reindeer, which graze on the adjoining hills. Of these a few hundred are collected to show to visitors. While this is being done the Lapps offer fur-boots ('Skal-Komager', or 'Skaller'), spoons of reindeer-horn, and other articles for sale. The peculiar crackling of the animal's hoofs reminds one of the sound produced by an electric battery. The reindeer are caught by a kind of lasso thrown over their horns. They are milked twice a week only. The rich and rather gamy milk, one of the Lapp's chief articles of diet, is diluted with water before use. 'The milk is strong and thick, as if it had been beaten up with eggs' (*Scheffer's* Lapponica, 1675). The cheese made of it is chiefly reserved for winter use. — On the way back from the Tromsdal we obtain a beautiful view of Tromsø with its green hills and the snow-mountains of the Kvalø (p. 233) and the Ringvadsø (p. 235) beyond.

The **Fløifjeld** (2600 ft.), a moss-clad rocky hill, rising from the sea opposite Tromsø, on the S. side of the entrance to the Tromsdal, is an excellent point of view (about 2½ hrs. to the top, a stiff walk). The path diverges from the Tromsdal route to the right, a few minutes from Storstennæs, beyond the houses. It soon becomes steep, and ends halfway up, beyond which we ascend over meadows and loose stones, and partly over

† In accordance with the frontier-treaty of 7th/18th Oct., 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. These migrations lead to frequent disputes with the permanent inhabitants. The number of Lapps in Norway is estimated at 18,000, of whom 1700 are still nomadic. Sweden and Russia contain 12,000 more. The powerful race which once dominated Scandinavia has thus dwindled to 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called *Finner*, while the Finns are named *Kvæner*, from the 'län' of Kajana in Finland. From the fact that the dog alone has a genuine Lapp name ('Bædnag'), while the other domestic animals have names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic life within the historic period. On this theory the reindeer, now the mainstay of the Lapp, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. v. Düben's* 'Om Lappland och Lapparne', Stockholm, 1873; *Friis's* 'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologie og Lappiske Eventyr', Kristiania, 1871; *Stockfleth's* 'Dagbog over min Missionsreise i Finmarken', 1860; *J. Vahl's* 'Lapperne, etc.', 1866; *F. Vincent's* 'Norsk, Lapp, and Finn', 1885.

snow. The top is marked by a large iron vane. Passengers by the tourist-ships may generally row across to Storstennæs early in the morning, climb the Fløifjeld, and descend direct (though no path) to the Lapp camp, which they reach about noon.

The **Tromstind** (4085 ft.; guide from Tromsø 4 kr.) may be ascended from the Lapp camp in 3-4 hours. We walk to the (1 hr.) head of the valley, which ends in a great basin like those in the Pyrenees; then ascend the steep slope to the left, at first over turf and afterwards over snow (snow-spectacles desirable). Herds of reindeer sometimes graze here. Before reaching the crest of the hill we have to scale a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, marked by a varde, commands the magnificent scenery of the Ulfsfjord and the glacier-chain on the Lyngenfjord; to the W. stretches the Arctic Ocean beyond Tromsø and the Kvalø. On the E. side the mountain falls almost sheer to a neck of land between the *Ulfsfjord* and the *Balsfjord (Ramfjord)*.

32. From Tromsø to the North Cape.

46 S.M. The steamer VESTERAALEN (p. 211) takes 12 hrs. from Tromsø to *Hammerfest;* MAIL STEAMBOAT to *Hammerfest* in 16-18 hrs., to the *North Cape* in 6 hrs. more (comp. pp. 211, 212). — The TOURIST STEAMERS leave Tromsø in the afternoon, reach the *Fuglø* about midnight and *Hammerfest* the following day, and are off the *North Cape* in the evening.

The steamer steers N. through the Tromsøsund, and N.E. through the *Grøtsund*. To the left lies the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine); then the *Reinø*, at the S.W. end of which lies *Finkroken*. The steamers sometimes pass through the *Langfjord*, between the Ringvadsø and the Reinø. On the mainland, opposite Finroken, towers the *Ulfstind* (3280 ft.), posted like a sentinel at the mouth of the ***Ulfsfjord**, which here opens to the S., running inland for 50 Kil., and parallel with the Lyngenfjord. We obtain, in passing, a superb view of the snowy and ice-girt mountains of the Lyngen peninsula (p. 236), the *Jægervandstinder* (4920-5580 ft.) with the *Goatzagaise* (4440 ft.), and to the right of them the *Fornæstind* (5660 ft.).

On the **Ulfsfjord** a steamer from Tromsø plies once weekly. At *Gjøvik* (good quarters at Hr. Gjæver's) the steamer enters the inlet of *Kjosen*, enclosed by huge glacier-covered mountains. From *Kjosen*, the terminus, a road crosses an 'Eid' or isthmus to (3/4 kr.) Lyngen (p. 236). — The steamer does not enter the S. part of the Ulfsfjord, which is named the *Sørfjord*, and is connected with the main fjord by the narrow strait of *Strømmen*, so called from its strong current.

The next station of the mail-steamers is the little island of (8 S.M.) *Karlsø*, beyond which the *Fugløsund* to the left leads between the *Vannø* and the *Arnø* out to the open Arctic Ocean. The tourist-steamboats usually reach this point about 10 p.m. and steer a little way down the Sund to await the **MIDNIGHT SUN, which, to those who have the rare fortune to see it unclouded, presents a glorious spectacle. Across the blue, yellow, and silver shimmering sea appears in the foreground the rocky *Fuglø* (2572 ft.), the sharp outline of which recalls Capri; to the left of it in the background, just above the horizon, hangs the red and gold disk of the sun. This beautiful scene is even more impressive than the view from the North Cape. At times, however, fog or the storms of the Arctic

Ocean mar or blot out the scene. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer casts anchor, and passengers will have leisure to observe the peculiar white 'Skoddebuer' or fog-bows.

On the islet of *Skaarø*, which lies outside the Vannø, is a Whaling Station, with a train-oil factory, of the Anglo-Norwegian Fishing Co, whose headquarters are at Tromsø. If a whale has been recently captured (which the captain learns at Tromsø), the tourist-steamer steers to the spot. The smell is perceptible from afar, and the sea is covered with oily refuse. Presently we come in sight of the slaughtered cetacean and the skeletons of former victims. Passengers (who wish) are rowed ashore. The stony banks are covered with grease. A full-grown whale (*i. e.* 65-100 ft. long, and 20-100 tons in weight) is rarely seen, the chase being so hot and the yield so valuable that the leviathan is generally doomed to die before he attains a length of more than 15-20 ft.; and even at this early stage he is said to he worth 3000 kr. or more. Stomach permitting, we may look into the boilery, and perhaps buy a whale's ear (3-5 kr.), fin (1 kr.) or other souvenir. — The whale-fishery is carried on by small steamers, wbich shoot their harpoons from small cannon in their hows.

To the S. opens the ****Lyngenfjord,** which the tourist-steamers visit on their way back from the North Cape. (Local steamboat from Tromsø twice a week.) A glimpse only of its superb scenery is obtained from the mail-steamers. The Lyngen peninsula, which is bounded on the W. by the Ulfsfjord and on the E. by the Lyngenfjord, and ends in the bold headland of *Lyngstuen*, is wholly occupied by snow and ice-clad mountains of thoroughly Alpine character, rising immediately from the sea. The last peak to the N. is the *Pipertind* (4042 ft.), on the N. shoulder of which lies a broad *Glacier, embedded between several peaks. Next to the Pipertind is the *Storskaal*, separated by snow-filled gorges from the *Vagastind;* and next to these peaks, beyond another gorge, is the *Rendalstind.* A glacier descends almost to the sea. The vessel steers close under the almost sheer cliffs near *Strupen.* The opposite bank of the fjord is also mountainous and partly coveredwith snow. Opposite the islet of *Aarøholm* rises the *Golborre* to the W. and the *Fastdalstind* to the S.W. Farther on, opposite the mouth of the Kaafjord, tower the great *Kjostinder* (5414 ft.). We round a headland, and, about 2 hrs. from the entrance to the fjord, reach the terminus of the tourist-steamer —

Lyngen or *Lyngseidet* (good quarters at Anton Gjæver's, the Landhandler's), residence of a pastor, a doctor, and a Lensmand. After so long a voyage in an inhospitable region the little church peeping from among birch-clad hills, and backed on both sides by snow-mountains, is specially attractive. To the S. of the valley, through which the road leads to the W. to (¾ hr.) Kjosen (p. 235), rises the *Goalsevarre* (4150 ft.).

Lyngseidet (reached hy the Lyngenfjord steamer twice weekly and once weekly hy the Ulfjord hoat viâ Kjosen, 4 Kil. distant) is a centre for Excursions in the Lyngen District. Good guides, however, are rare. The *Kart over Tromsø-Amt* (4 sheets, 1 kr. 60 ø. each) and the *Beskrivelse af Tromsø-Amt* (1 kr.), hoth published by the 'Geographiske Opmaaling' in Christiania, are indispensable. — An excursion of 6-7 hrs. may be made

to the S.W. to the mountain-basin enclosed by the *Goalsevarre* (4150 ft.), the *Rørnæstinder* (about 4100 ft.), and the *Jertind* (about 3600 ft.). — This is a fine excursion for one day: across the Eid (200 ft.) to (4 Kil.) *Kjosen* (p. 227); row to the (1 hr.) *Fornæsdal*, and walk up that valley (fatiguing; guide indispensable), crossing old moraines, to the **Fornæsdal-Bræ*, which descends between the *Fornæstind* and the *Durmaalstind* from the *Golzevaggegaissa*. — The following tour takes $1^1/_2$ day: ride to the S. to *Pollen*, then row to *Dalen* (primitive quarters); next day walk up the beautiful but uninhabited *Lyngsdal*, passing the *Jæggevarre* (6285 ft.) on the N., to the great glacier descending from the main plateau (lower end 1300 ft. above the sea). From the Lyngsdal we may also ascend the *Njalavarre* (5010 ft.) to the S., or walk to the N. to the glaciers of the *Ruksisvaggegaissa*.

From Lyngen the Tromsø steamer goes on to the S. to *Skibotten* (good quarters), whence a road on the bank of the *Storfjord*, as the fjord is here called, leads to *Mælen* (23 Kil.; p. 232).

On their way N. both tourist and mail steamers (which last touch at different stations on each of their different routes) pass the Lyngenfjord and steer between the *Arnø* and the picturesque *Kaagø* (3966 ft.), with its glacier, into the *Kaagsund*. On the left at the exit of the Kaagsund is the *Løkø*, on the right is the —

6 S.M. *Skjærvø;* the station lies in a bay on the E. side of the island. To the S. we see the pointed *Kvenangstinder* on the *Kvenangsfjord*, the mouth of which we pass. From the peninsula on the E. side of the Kvenangsfjord, where the land is deeply indented by fjords on every side, rises the *Jøkelfjeld*, from which a glacier descends to the Jøkelfjord. The steamer now crosses the open sea, towards the N., to —

5 S.M. *Loppen*, the first station in Finmarkens-Amt, with its little church, its parsonage, and a merchant's house. All that grows here is a few potatoes, nothing else surviving the storms which often rage for weeks. — The steamer steers S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops at —

3 S.M. *Bergsfjord*, on the E. side of the fjord. Grand scenery. In the background is a glacier of the Jøkelfjeld, the discharge of which forms a waterfall. Passing *Lørsnæs*, we steer to the S.E. to —

3 S.M. *Øksfjord*, on the *Alnas-Njarg* peninsula, in a noble amphitheatre of mountains, conspicuous in which is a glacier to the W., descending from the great Jøkelfjeld (see above). To the N. is the small church.

The **Altenfjord** may be visited from Øksfjord. The local steamer which plies to it twice a week from Hammerfest affords an opportunity from Øksfjord once a week. The Altenfjord is remarkable for its rich vegetation, especially in its S. part. In literature, too, it has been made known by the visits of many eminent explorers (L. v. Buch, Prof. Forbes, Keilhau, Ch. Martins, and others). The highest mountains, all on the W. side, are *Kaaven* (3130 ft.), between the Stjernsund and the Langfjord, *Akkasolki* (3395 ft.), between the Langfjord and Talvik, and *Haldi* (3030 ft.), between Talvik and the Kaafjord. At the end of the fjord, above Kaafjord, rises the *Nuppivarre* (2675 ft.). — On the E. side of the Altenfjord is the interesting *Aarø*, with the scanty ruins of the old fort of *Altenhus*.

The steamer steers from Øksfjord through the *Stjernsund*, between the *Stjernø* and the mainland, and past the mouth of the *Langfjord*, to —

Talvik ('pine-bay'), a pretty spot, with a church. Then to *Strømsnæs* on the Kaafjord, whence we may visit *Kaafjords Kobbervœrk*, a small copper-mine. Next —

Bossekop ('whale-bay'; *bosso*, Lappish for 'whale'; good quarters), with the church of *Alten*, at the foot of the *Kongshavnfjeld* (705 ft.), about 4 Kil. to the E. of the mouth of the salmon-river *Alten-Elv*. Of scientific interest are the various old coast-lines in the Altenfjord, particularly near Bossekop, some of them 200 ft. high. Important fairs are held here on 1st Dec. and 3rd Mar., to which Lapps flock in their curious sledge-boats. They bring reindeer-flesh, butter, and game (sometimes as many as 10,000 ptarmigan) which they exchange for fish, flour, and groceries. The International Polar Commission of 1882-83 had a station at Bossekop under Norwegian control.

From the Altenfjord to *Karasjok* and to *Haparanda* in Sweden, see R. 34.

From *Ø*ksfjord the mail-boat steers to the N., towards the mountain ous *Sørø*, on which are the stations of *Hasvik* and *Gaashopen*. This island, as well as the *Stjernø* and *Seiland*, lying to the right, have the table-land character common in Finmarken. In Seiland rises the *Jadki* (3527 ft.), with its unexplored glaciers. Numerous bays cut deep into the island. Between Seiland and the curiously shaped island of *Haajen*, which rises abruptly on the W. side and gradually on the E. side, we steer towards the harbour of Hammerfest. Before entering it, we look to the right into the strait of *Strømmen*, separating Seiland from the *Kvalø*, on which Hammerfest lies. A promontory of the Kvalø narrows the strait to 1 Kil. at one point, across which the reindeer herds are made to swim to their summer pastures in Seiland.

30 S.M. (from Tromsø) **Hammerfest** *(Hôtel Nordpolen; Jensen's Hotel*, plain; Brit. vice-consul, *Mr. G. Robertson)*, founded in 1787, and now a town of 2160 inhab., is the northernmost town in the world (70° 40′ 11″ N. lat., 23° 45′ 25″ E. long.). The town is wholly timber-built. The Grønnervolds-Gade skirts the harbour, with the Rom. Cath. church and the telegraph-office. To the S. is the better quarter of the town, with the Protestant church, the town-hall, and the schools, all rebuilt since the great fire of July 21st, 1890. Hammerfest is a very lively place in summer, when the sun does not set from 13th May to 29th July. (Conversely, the sun never rises from 18th Nov. to 23rd Jan.; but the electric light introduced in 1891 affords some compensation.) It carries on a busy trade with Russia. Here, and farther to the N. and E., Russian vessels are the commonest. Fishing-fleets are also dispatched from Hammerfest to Spitzbergen and the Kara Sea. Cod-liver oil, prepared in numerous boileries, is the most valuable commodity of the place. Hence the all-pervading 'ancient and fishlike smell'.

The prolongation of the Grønnervolds-Gade leads to the N.W. round the harbour, then to the W. to (20 min.) the promontory of *Fuglnæs*, to which we may also row direct from the steamer. At the end is a lighthouse (disused, of course, in summer), with the dwelling of the keeper. A conspicuous little column of granite, called the *Meridianstøtte*, crowned with a globe in bronze, has also been

erected here to commemorate the measurement of degrees in 1816-52, under taken, as the Latin and Norwegian inscriptions record, 'by the geometers of three nations, by order of King Oscar I. and Emperors Alexander I. and Nicholas I.' — On the Fuglnæs Sir Edward Sabine made some of his famous experiments with the pendulum in 1823. Fine view of the town. A hill above the column, to the E., commands a view of the N. horizon, and consequently of the midnight sun.

A long hill above Hammerfest, on which, as we steam into the harbour, we observe a stone signal with a wooden top, is called *Sadlen ('saddle'; pron. *Sālen*). A few minutes to the N. of the usual landing-place we ascend a road to the right through a side-valley, from which the discharge of a small lake descends, and thence ascend the hill to the right (no path; ¼ hr.). On the other side of the lake we observe the remains of a birch-grove and several small country-houses. From the signal we obtain a fine view of the town and harbour. Ascending gradually for about 20 min. more, we reach the top of Sadlen, which overlooks the glaciers and snow-mountains of Seiland and the Sørø. This point is not, however, high enough for an unimpeded view of the midnight sun.

Time permitting, the traveller should not omit to ascend the *Tyven (1230 ft.; *tufva*, 'hill'), which rises to the S. of the town (1½-2 hrs.). Our directions will enable him to dispense with a guide. We follow the road through the side-valley mentioned above, pass above the lake, and then turn to the right, following the telegraph-wires, but keeping well to the right to avoid the swamps. The Tyven is the high hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows (*Salix arctica*) and dwarf birches (*Betula nana*). At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard a long way off, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach (¾ hr.) the summit, which is marked by a pyramid of stones. The Tyven descends very abruptly on the W. side, with the sea washing its base, near which lies a bay with meadows, a birch-wood, and several houses. Towards the E. we survey the barren and desolate *Kvalø*, with its numerous ponds, and to the S. and W. long mountain-ranges, snow-fields, and glaciers. The islands of Seiland and Sørø are particularly conspicuous. To the N. stretches the vast horizon of the Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. — The best way back is by the summit of the Sadlen (see above), to the W., where the view is similar, though less extensive. Returning by this route, we take 4 hrs. for the whole excursion; otherwise 3-3½ hrs. suffice.

Beyond Hammerfest the land ceases to be of any account except as subservient to the sea, and fish becomes the centre of all interests. The landscape is thoroughly Arctic, and the vegetation is so scanty, that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow. — On the right the coast is deeply indented with fjords. On the left there are but few islands, between which we pass long stretches of the open sea.

6 S.M. *Rolfsøhavn*, on the *Rolfsø*. To the N. of the Rolfsø, and separated from it by the *Troldfjordsund*, is the *Ingø*, beyond

which lies *Fruholmen*, with the northernmost lighthouse in Norway (71° 4′).

3 S.M. *Havø*, in a bay on the *Havø*, with a church, a pastor, and a Landhandler. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The mail-steamers of Line I here enter the *Maassund* and touch at *Maasø*, with its church, parsonage, and landhandler's house, before proceeding to the Magerøsund (p. 241). The tourist-steamers, however, and also the mail-steamers of Lines II and III steer to the N., between the *Hjelmsø*, on the left, and the Maasø, on the right. At the N. end of the Hjelmsø is a 'bird-mountain', the haunt of countless sea-fowl, with the fantastically shaped *Hjelmsøtoren*. — The *Gjesværtop* soon comes in sight to the E. In front of it is the next mail-steamer station —

2 S.M. *Gjesvær*, on an island. To the N. rise the ***Stappene** (*stappi*, old Norsk for 'column'), four pointed rocky islands covered with dense flocks of gulls, auks, and other sea-fowl. When scared by a cannon-shot a number of the birds rise in dense snow-like clouds, uttering peculiar cries. Other birds take to the water, but great numbers remain sitting on the ledges of the rock. To the right opens the *Tuefjord*, cutting deep into the Magerø. The steamer then rounds the long and low *Knivskjær-* or *Knivskjæl-Odde*, on which a steamer struck during a fog in 1881, projecting beyond the Cape, and soon (17 S.M. from Hammerfest) sights the North Cape, which presents a majestic appearance although of moderate height.

The ****North Cape** (968 ft.; 71° 10′ 40″ N. lat., 26° 39″ E. long.), named *Knøskanæs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, rising abruptly from the sea, is regarded as the northernmost point of Europe, though the Nordkyn (p. 242) is the most N. continental point. Travellers land in the *Hornvik*, on the N.E. side of the Cape. Up the green mossy slope, which is swampy, stony, and steep at places, the Steamboat Co. has constructed a path, and provided it with a rope fastened to iron stanchions for the benefit of bad walkers. (Stout shoes for the ascent and wraps for the summit are very advisable.) We take about 50 min. to reach the top of the plateau, where a wire, very acceptable in foggy weather, leads in 20 min. more to the extreme point. By a granite column commemorating the visit of King Oscar II. in 1873 and a beacon recording that of Emperor William II. in 1891, travellers await the hour of midnight, usually quaffing champagne (10 kr. per bottle) purveyed by the watchman who lives in the Hornvik in summer. The view embraces the open sea to the W., N., and E.; to the S.W. we see the Hjelmø and the Rolfsø; to the E., in the distance, the Nordkyn; to the S. the plateau of the Magerø, with its patches of snow, ponds, and soanty vegetation.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture pre-

ented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'. — *Acerbi*, Travels to the North Cape'. London, 1802.

'And then uprose before me,
Upon the water's edge,
The huge and haggard shape
Of that unknown North Cape,
Whose form is like a wedge'. *Longfellow.*

To the E. of the North Cape is an excellent fishing-ground (comp. p. 225), where passengers are usually indulged with an hour or two of hand-line fishing from the deck of the steamer, the sailors gladly assisting novices.

33. From the North Cape to Vadsø.

The direct distance from the North Cape to Vadsø is about 45 S.M., but the course of the steamer, dipping deeply into numerous fjords, is at least 100 S.M. long. The mail-steamers take 62-70 hours. They start for the return on the second day after their arrival at Vadsø.

Beyond the North Cape the sole attraction of the voyage consists in the utter bleakness and solemnity of the scene. Both mainland and islands now consist of vast and monotonous plateaux, called *Næringe*, rising to 1000-2000 ft., and generally unrelieved by valleys. The steamboat traverses long fjords without coming in sight of a boat, a human habitation, or even a bush, for half a day at a time. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with a few bushes and trees.

From the Maasø (p. 240) the mail-steamers steer to the E. through the *Magerøsund*, between the large *Magerø*, the N. end of which is the North Cape, and the mainland. On the Magerø are the stations of *Honningsvaag* and (6 S.M. from Maasø) *Kjelvik*, with a church and Landhandler's house.

Beyond Kjelvik the steamer passes the *Porsangernæs*, glittering with white quartz, and enters the **Porsanger Fjord**, about 120 Kil. long and 20 Kil. broad, into which numerous streams fall at its S. end. In July and August the 'Sei' (saithe, *Gadus virens*), a fish of the cod species, is largely caught here in nets, each of which requires 30-40 men and 6-8 boats to manage it. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The Sei enters the fjord in pursuit of the 'Lodde' (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn.

5 S.M. (from Kjelvik) *Repvaag*, near the *Tamsø*, a flat island with extensive moors, where the 'Multebær' (cloud-berry, *Rubus chamæmorus*) grows in abundance.

5 S.M. *Kistrand*, with church, pastor, doctor, and telegraph-station.

On the E. side of the Porsanger Fjord is the peninsula of *Spirte-*

Njarga, at the N. end of which is the headland of ***Sværholtklubben**, an almost sheer rock of clay-slate, about 1000 ft. in height, a resort of millions of sea-fowl. The owner of the headland is the Landhandler of *Sværholt*, which lies in a small bay to the E. of which he and his family are the sole inhabitants. He derives a good income from the sea-fowls' eggs; and the dead birds are used as fodder, being buried for a time, and afterwards packed in casks.

The mail-steamers now steer S. into the **Laxefjord**, and call at —

6 S.M. *Lebesby*, on the E. bank, a prettily situated place, with church, shop, etc. Numerous coast-lines are observed (p. xxxi), up to 200 ft. high, and generally in pairs, one above the other.

Returning from Lebesby the steamer passes the mouth of the *Eidsfjord*, at the head of which lies the narrow *Hopseid*, separating it from the Hopsfjord. We next round the *Drottviknæring*, a promontory between the Laxefjord and the small *Kjøllefjord*. At the end of the promontory rises the *Store Finkirke*, a huge rock, formerly revered by the Lapps; and in the Kjøllefjord, a little beyond it, is the *Lille Finkirke*. The vertical strata of sandstone here are like basalt. At the head of the fjord we reach —

7 S.M. *Kjøllefjord*, an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 234). The shore and the bottom of the fjord are covered with boulders. An old coast-level is distinctly traceable on the right. Leaving the Kjøllefjord the vessel steers round the *Rødevæg* ('red wall') to the station of —

2 S.M. *Skjætningberg*, and along the bold cliffs of the *Čorgaš-Njarga* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid. The N. end of the peninsula is the **Nordkyn** (or *Kinnerodden*), in 71° 6′ N. lat., the northernmost point of the mainland of Europe. Two bold mountains on the W. side guard the entrance to a basin, in which lies *Sandvær*, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. Next, on the right, are the headland of *Smørbringa* and the flat *Sletnæs*, with a curious rock-formation called '*Biskopen*' (the bishop).

The next station is (6 S.M.) *Mehavn*, with the train-oil manufactory of *Svend Foyn*. Then (3 S.M.) *Gamvik*. Passing *Omgang* the steamer now enters the large **Tanafjord**, about 70 Kil. in length, and skirts the E. bank, with its variegated quartzose rocks. To the W. at one point we see across the narrow Hopseid into the Laxefjord. The hills on the E. side of the fjord increase in height, culminating in the *Stangenæsfjeld* (2315 ft.) To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from the *Langfjord*, and to the S. rises the *Algas-Varre* ('holy mountain'), above Guldholmen. We call at (2 S.M.) *Finkongkjeilen* and at —

6 S.M. *Stangenæs* (Lapp *Vagge*, 'valley'), where there is a guano-factory. Bushes, trees, and even potatoes are seen here. From this point we look up the *Vestre* and *Østre Tanafjord*, and the *Lee-*

botten, a bay to the S.E. — The water is too shallow to admit of the steamer going on to *Guldholmen* (p. 244).

The steamer turns and steers down the Tanafjord, skirts the *Tanahorn* (865 ft.), at the N. end of the peninsula of *Rago-Njarga*, and steers to the E. to (7 S.M.) *Berlevaag*, (5 S.M.) *Makur*, and (4 S.M.) *Syltefjord* (Lapp *Orddo-Vuodna*), with a 'Fugleberg' ('bird-hill') of sea-gulls and auks. — The scenery becomes more and more dreary, and the shore lower (400-500 ft.), while fog and many stretches of snow intensify the gloom. This whole peninsula is named the *Varjag-Njarga*, and is separated from the Rago-Njarga by the *Kongsfjord*.

1 S.M. *Havningberg*, with neat houses, a lofty wooden pier, and even a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires. To the W. is the projecting headland of *Harbaken*. Near Havningberg is the cavern of *Ovnen* ('oven'), nearly 100 ft. in depth.

3 S.M. **Vardø** *(Cornelius Lund's Hotel;* British vice-consul, *Mr. R. S. Holmboe)*, a town of 2200 inhab., lies on an island which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side, protected by a large breakwater, and the other on the S. side. The neat houses are roofed with turf, and their little gardens grow a few vegetables. To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway was indebted for her acquisition of Finmarken. Inscriptions here commemorate the visits of Christian IV., King of Denmark and Norway, in 1599, and Oscar II., King of Sweden and Norway, in 1873. To the E. of the town rises the timber-built *Church*. In the vicinity are numerous 'Hjelder' for drying fish, and on the mainland opposite are four *Train Oil Boileries* and two *Guano-Factories*.

If time permit, we ascend the (20 min.) *Vardefjeld* (102 ft.), a rocky hill behind the church, overlooking the town and island, the *Domen* (535 ft.) to the S. E., the open sea to the E., and the district of Syd-Varanger to the S., with the adjoining Russian territory.

The astronomer *Pater Max Hell* of Selmecz in Hungary observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. The church-register still contains a note written by him on 22nd June, 1769. — The climate here is mild, so that sheep spend the winter in the open air; but violent storms are frequent in winter (maximum cold 5° Fahr.). Comp. p. xxxvii.

The voyage from Vardø to Vadsø takes $3^1/_2$-$4^1/_2$ hours. We steer past the islands of *Renø* and *Hornø*, with their 'Eider-Vær' and 'Dun-Vær', where eider-down and feathers are gathered and numerous ermines are found. Then to the S., sometimes calling at *Kiberg*. The shore continues exceedingly barren. In the interior rise the *Ruyttotjock* and *Beljek*. We pass the S. side of the *Vadsø*, on which the town of that name formerly lay.

10 S.M. (55 from Hammerfest) **Vadsø** (*Hôtel Krogh;* British vice-consul, *Mr. B. M. Akermand*), a town with 1700 inhab., half Finns ('Kvæner'), lies in 70° 4′ N. lat., at the S. end of the peninsula of Varjag-Njarga. The Lapp name of the place is *Ćucce-Suollo* (pron. chahtze), the Finnish *Vesi-Saari*, both signifying 'water-island'. The Finns, chiefly immigrants from the Russian principality of Finnland, who live at *Ytre-Vadsø*, the E. suburb, have several peculiarities. At their bath-room ('Sauna') a Russian vapour-bath may be ordered by the curious. On every side are oderiferous 'Hjelder' for drying fish. Potatoes, a few stunted mountain-ashes and plum-trees, and several of our spring-flowers, such as forget-me-not and campion, brave the climate. The pretty *Church* stands on a hill to the N. of the town. The sacristy contains a votive picture of 1661. Under the *Tower*, which may be ascended, is a curious offertory-box. The shops sell interesting Russian articles ('Næverskrukker' or 'bark-pouches', etc.).

FROM VADSØ TO VAGGE ON THE TANAFJORD. — A LOCAL STEAMER plies weekly to *Nyborg* in 3 hrs. (fare 3 kr. 55 ø.); we drive thence to *Seida* in 2½-3 hrs. (about 18 kr.); row to *Guldholmen* in 4½ hrs. (about 12 kr.) and thence to *Vagge* in 1¼ hr. more (about 6 kr.). Careful inquiry should be made of the captain of the mail-steamer as to the day and hour of her arrival at Vagge. He may also be asked to telegraph to Nyborg for a vehicle to await the traveller's arrival. The journey to Gudholmen may be made in a day, but as the mail-steamer does not reach Vagge until early on Frid. morning, it is advisable to spend Wed. night at Nyborg.

The local steamer (dep. at present Wed. at 10 a.m.), to which we may row direct from the mail-steamer, steers to the W. up the *Varanger Fjord*, past several Lapp settlements, the chief of which is *Mortensnæs*, and the church of *Næsseby*. The vegetation improves as we ascend the fjord.

Nyborg (quarters at the Landhandler's, where a vehicle is ordered for the drive to Seida) lies 43 Kil. to the W. of Vadsø, near the end of the fjord. About 15 Kil. to the N. rises the *Madevarre* (1470 ft.; forest limit, 650 ft.).

We drive across the *Seidafjeld* (over which extends a 'Rengjærde', Lapp 'Aide', or fence to prevent the reindeer from straying) to *Seida*, on the E. bank of the *Tana*, the second-largest river in Norway, noted for its salmon and the particles of gold it contains. The boatmen take 1½-2 hrs. to prepare for the voyage down the rapid river (rather fatiguing). We pass *Matsjok*, *Norskholmen*, and *Bonakas*. At the mouth of the river, opposite the church of Tana, lies the island of —

Guldholmen ('gold island'; good quarters). Our first care here is to order a boat to take us to *Vagge* (no quarters) in good time for the southward-bound steamer.

34. Syd-Varanger.

If we do not return by the same steamer we must wait a week for the next. In this case we may visit the E. part of SYD-VARANGER, a district extolled by the Norwegians (see *Friis's* Finmarken), where we see the Lapps and the industrious Finns to advantage. The explorer should have a veil (Slør'), covering the whole head and fastened round the neck, and if possible a mosquito-tent ('Raggas') also, as gnats (*Culex pipiens*) occur in such swarms as sometimes to darken the sun.

The district to the S. of the Varanger Fjord was long a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and confirmed in 1834. This region abounds in timber (whence it is known as 'Rafte-landet', the land of planks or rafters), in fish, and in birds.

The local steamer conveys us across the Varanger Fjord to the S. from Vadsø to **Bugønæs** (good quarters at the Landhandler's), at the mouth of the *Bugefjord*, which runs a long way inland. On the W. side of the fjord rises the *Bugønæsfjeld* (1805 ft.), and to the E. the *Brasfjeld* (1335 ft.). On the right opens the *Kjøfjord*, the banks of which are almost uninhabited. We skirt the N. side of the bare *Skogerø*, touch at *Hjelmø*, and steer to the S. into the *Bøgfjord*, which farther on branches into the *Klosterfjord* and the *Langfjord*.

At *Kirkenæs*, on the promontory between these fjords, are the church and parsonage of **Syd-Varanger** (rooms at the Landhandler's). Farther up the fjord (5 Kil.) lies the station **Elvenæs** (rooms at the Lensmand's), at the mouth of the large *Pasvik-Elv* or *Kloster-Elv*, named after the monastery of Peisen once situated here. The steamer goes on, weather permitting, to *Hvalen*, *Jarfjordbunden*, *Pasvik* (see below), *Smaastrøm*, and the Russian frontier on the *Jacobs-Elv*. Some 4-5 Kil. beyond Elvenæs is the chapel of *Boris-Gleb*, named after two Russian saints, situated on the left bank of the Pasvik, in a Russian 'enclave' of $^4/_9$ Engl. sq. M. Here reside the *Skolte-Lapps* ('scalp Lapps'), so-named from the fact that they were formerly bald from disease.

The Pasvik-Elv consists of a series of lakes, some of them 10-20 Kil. long, connected by about thirty waterfalls, and for a distance of 100 Kil. forms the frontier between Norway and Russia. Its source is the *Enare-Træsk*, a great lake, nearly 3000 Engl. sq. M. in area. — A visit may be paid from Boris-Gleb to the *Storfos (Gieddegævdnje)* and to the (6-7 Kil.) *Harefos* (*Njoammel Guoika*, 'hare-fall'), on the *Valegas-Javre*, a lake full of trout; also to the (40 Kil.) *Männikö-Koski* ('pine-waterfall'), through the fine forest-scenery of the Syd-Varanger.

A good road leads from Elvenæs to the (9 Kil.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the Lapp *basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther to the E. is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of Oscar II. in 1873, recalled by

a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobs-Elv* (Lapp *Vuorjem*), here the boundary betweeu Norway and Russia. The 'Lodde' (smelt) fishery here is very important, the fish being largely used as bait.

The following Lapp words (in which č = ch, c = ts, and š = sh) occur frequently: *duoddar*, mountain; *varre*, hill; *varre-oaaive*, hill-top; *tjokk*, point; *njarg*, promontory, peninsula; *suolo*, island; *gedge*, stone; *čacce*, water; *vuodna*, fjord; *javre*, lake; *gaiva*, spring; *jokki*, river; *guoika*, waterfall; *njalmi*, estuary; *jækna*, glacier; *olmüš*, person, human being; *goatte*, house; *maa*, land; *buocco*, reindeer; *suoppan*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guvtjin*, trout; *muorra*, tree; *dædno*, fir, pine; *kumse*, cradle; *pulk*, *kjærris*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænagulam*, a mile (literally 'as far as a dog's bark is heard'). — The Lapp greeting on entering a house is '*rafthe vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*', or '*buorre bœive*' (good day)! Answer, '*ibmel addi*!'

35. From the Altenfjord to Karasjok.

About 160 Kil. (100 Engl. M.), a ride of 3-4 days, but less in winter by sledge (*kjærris*, or *pulk*, something like a canoe) drawn by reindeer. The guide (*vappus*, 'pilot') must understand Laplandish, though in summer most of the Lapps migrate to the coast.

Bossekop on the *Altenfjord*, see p. 238. Beyond the *Altengaard* the route crosses the *Alten-Elv*, and leads inland, to the S.E. We pass a number of 'sieidi', or sacred stones ('sieidi-gergi', oracle stones; several at the end of the *Kongshavnfjeld*, projecting into the Altenfjord), and 'sacred mountains' ('basse varek').

The first night is generally spent in the *Jodkastue* or *Romsdalsstue*, by the small lake of *Jotkajavre* (about 45 Kil. from Bossekop). Farther on we observe to the N.E. the *Vuorie-Tjok*, a bare conical mountain, and to the E. the *Vuolla-Njunnes*, once famous places of sacrifice. The country is mostly wooded, and the valleys are often very picturesque. We next reach the large lake of *Jesijavre* (1595 ft.), which we either skirt or cross by boat, and then descend the valley of the rapid, but navigable *Jes-jok*, into which a route from Kautokeino (see below) also descends. The *Mollesjokstue*, the second 'Fjeldstue' or refuge, is about 40 Kil. beyond Jodkajavre. — We then cross the fjeld to (35 Kil.) the third station, the *Zaurisstue*, on the *Zarijokjavre*. Hence we either proceed direct, by the *Geimo Javre*, to (25 Kil.) Karasjok, or go first to (16 Kil.) the *Karasjokka* ('rapid river') and descend on its left bank to (16 Kil.) Karasjok.

Karasjok (440 ft.; *Hotel*) has a church, a Lensmand, and a Landhandler, and is a good place for seeing life among the Lapps. — About 15 Kil. farther to the E. the Karasjokka unites with the *Anarjokka*, the right bank of which is Russian. The combined rivers form the *Tana-Elv*, down which we may row to *Seida* (p. 244) in 3-4 days. Travellers bound for *Nyborg* (p. 244) land at *Suoppanjarg*, 8 Kil. above Seida.

36. From the Altenfjord to Haparanda in Sweden.

About 705 Kil. (438 Engl. M.), a fatiguing journey of 11-13 days. From Alten to *Kautokeino* 4 days, thence to *Muoniovara* 3-4 days, and from Muoniovara to *Haparanda* 4-5 days. This route has been trodden by *L. v. Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists, but has no attraction except for purposes of science or of sport. The best time is between the middle of August and the middle of September. Earlier the mosquitoes are insufferable; later the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at Hammerfest).

From Alten to Kautokeino, about 140 Kil. by the route across the mountains to the W. of the Alten-Elv, or 155 Kil. if we follow that river. We prefer the first of these routes, and engage guide and horses for the whole journey to Karesuando. Four 'Fjeldstuer' afford shelter, but provisions must be taken. The highest part of the vast fjeld which the route traverses is the *Nuppivarre* (2730 ft.; 'varre' the Lapp, 'vara' the Finnish for mountain). The stations are: 36 Kil. *Gargiastue* (360 ft.); 20 Kil. *Suolovuobme* or *Solovom* (1300 ft.); 26 Kil. *Piggejavre* (1110 ft.); 52 Kil. *Kautokeino*. From Solovom geologists may visit the deposits of coal on the *Akso-Javre*.

The longer route, following the Alten-Elv *(Alatajokki)*, crosses the *Beskadosfjeld* to the *Ladnijaure* and *Masi* (810 ft.), in order to avoid the *Sautzofosse*, the rapids in the lower part of the river. On the upper part, where there is little stream, we row up to —

Kautokeino (865 ft.; good quarters at the Landhandler's, or at the Lensmand's, who is obliging and well informed), a settlement of Lapps and a few Finns, most of whom are absent in summer, with a church and parsonage. The sides of the village-well are coated with ice below. A few birches, but no pines. The name Kautokeino ('highest of the way') has been explained as marking the highest point on the way from the Arctic Ocean to the Baltic Sea.

From Kautokeino to Karesuando (about 100 Kil. or 62 Engl. M.), two days. We either ride or row up the Alten-Elv to (14 Kil.) *Mortas*. Thence to *Syvajärvi* in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, is formed by the watershed (about 1850 ft.) between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, presenting little interest, brings us to —

Karesuando (1060 ft.; *Inn*), the first village in Sweden, with a church. The *Muonio-Elf* is here 400 ft. wide. Barley is cultivated.

From Karesuando to Nedre Muoniovara (about 100 Kil. or 62 Engl. M.), in one day by boat down the *Muonio-Elf*, the boundary between Sweden and Finland. The trip is very interesting, and the passage of the rapids is free from danger. It is usual to hire a boat and rowers as far as *Muonioniska* ('beginning of the Muonio') on the Finland side, or to *Muoniovara* (good quarters at *Fostrum's*) on the Swedish side; but a fresh boat may be engaged at each station: 20 Kil. *Kuttainen;* 20 Kil. *Palajokko;*

30 Kil. *Ketkisuando*, 12 Kil. below which are seen the first pines; 20 Kil. *Öfvre Muonioniska;* 10 Kil. *Muoniovara* (760 ft.), prettily situated, with corn-fields. An interesting description of the salmon-spearing in the Muonio by torch-light is given by *L. v. Buch.*

From Muoniovara to Haparanda (365 Kil. or 226 Engl. M.), also by boat, first on the *Muonio*, and then on the *Torneå-Elf*. The rushing of the *Muoniokoski*, a cataract upwards of 2 Kil. long, is audible at Muoniovara, 1/4 hr. distant. The descent is very exciting. The foaming river careers wildly through a narrow gully and over sunken rocks. At one place, near together, are two falls, each about 6 ft. high, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

The boat from Muoniovara to Ruskola is manned by three boatmen, holds two passengers only, and costs about 80 kr. Besides the cataracts just mentioned, we descend a series of other rapids. The whole voyage (about 280 Kil.) takes 2 1/2-3 days. Good quarters at *Kihlangi*, *Kengis Bruk* (iron-works), *Pello*, and *Ruskola*.

Between the *Kexisvara* station and that of *Kengis Bruk*, 1 hr. below it, the large Muonio-Elf falls into the *Torne-Elf*, which descends from the *Törneå-Träsk* (65 Kil. long; 1130 ft. above the sea), to the E. of the Ofotenfjord. Observe the interesting costumes of the natives at *Pello* (265 ft.). At the *Kittis*, a hill here, ended a degree of longitude measured by Maupertuis in 1736.

About 3 Kil. below Ruskola lies *Öfver-Torneå*, near which, on the Finland side, rises the *Avasaxa* (p. 342). — From Öfver-Torneå, where it is usual to land, to *Haparanda*, see p. 342.

Route		Page
37.	Malmö and Southern Skåne. From Malmö to Trelleborg and Klagstorp and to Ystad. Bornholm 251. — Cimrishamn 252. — From Malmö to Genarp; to Engelholm. Landskrona 252.	250
38.	From Malmö to Nässjö (and Stockholm). From Lund to Trelleborg 254. — From Hessleholm to Christianstad and Sölvesborg 255. — From Wislanda to Halmstad; to Karlshamn and Karlskrona 256.	253
39.	From Alfvesta to Karlskrona and Kalmar. Öland	256
	From Oskarshamn to Nässjö.	258
40.	From (Copenhagen) Helsingborg to Gotenburg. From Helsingborg to Hessleholm. Kullen 260. — From Halmstad to Nässjö 261. — From Warberg to Borås 261.	259
41.	Gotenburg.	262
42.	From Gotenburg to Wenersborg. Lake Wenern. Western Göta Canal. From Öxnered to Uddevalla 268. — From Wenersborg to Herrljunga 269. — The Kinnekulle 270.	266
43.	From Gotenburg to Katrineholm (and Stockholm). From Herrljunga to Borås. From Stenstorp to Hjo and to Lidköping 272. — From Sköfde to Karlsborg; from Moholm to Mariestad 272.	271
44.	From Nässjö to Jönköping and Falköping. The Taberg. Husqvarna 274.	273
45.	From Jönköping to Stockholm by Lake Wettern and the Eastern Göta Canal	274
46.	From Nässjö to Stockholm. From Mjölby to Motala and Hallsberg 278. — The Kinda Canal 279. — From Norsholm to Westervik; to Pålsboda 280.	278
47.	From Charlottenberg to Laxå (and Stockholm). The Fryken Lakes 283.	282
48.	Stockholm. I. Staden and Riddarholmen 290. — II. The Northern Quarters 295. — III. The National Museum 300. — IV. Södermalm 308. — V. Kungsholmen 308.	285
49.	Environs of Stockholm	309
50.	From Stockholm to Upsala	317
51.	The Island of Gotland.	322
52.	From Stockholm to Westerås and Örebro. From Tillberga to Sala and Krylbo 326. — The Strömsholms-Canal 327. — From Frövi to Ludvika 328.	326
53.	From Kolbäck to Flen, Nyköping, and Oxelösund	329
54.	From Gotenburg to Falun. Lake Siljan. From Daglösen to Filipstad. Klarelf 331.	331
55.	From Upsala to Gefle. From Örbyhus to Dannemora 334. — From Gefle to Falun and Orsa 335. — From Mora to Christinehamn 336.	334
56.	From Stockholm viâ Upsala to Östersund and Trondhjem	336
57.	The Swedish Norrland. a. From Bräcke to Luleå viâ Wännäs 339. — b. To Haparanda by steamboat 340.	339

37. Malmö and Southern Skåne.

Arrival. The STEAMBOATS from Copenhagen, Lübeck, and Stralsund land at the same quay, at the S. end of which is the *Nya Tullhus* (Pl. 7; B, 2), or custom-house, where luggage is examined. A few paces thence, to the left, is the RAILWAY STATION (*Södra Stambana*, R. 38); porter ('Bärare') 25-50 ö. — The traveller should entrust his luggage to a railway-porter (20 ö.) at the station and at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). Steamboats also ply to Stockholm, Gotenburg, etc.; others touch here on their way to London, Amsterdam, Bordeaux, etc.

Hotels (both with restaurants). *KRAMER'S HOTEL, Stor-Torg (Pl. B, 2), R. 1-4, D. 1½-2½ kr.; *HÔTEL HORN (formerly *Svea*), opposite the railway-station, similar charges.

Cafés. *Baude*, Hamn-Gatan; *Brown*, Söder-Gatan; also in the *Slottpark* (see below), a favourite resort.

Post Office, Öster-Gatan 45. — **Telegraph Office**, Norra Vall-Gatan 54. — **Tramways** from the harbour to the Stor-Torg, and thence to the S. and E. — **British Vice-Consul.** *Mr. Theodore Flensburg.* — **U.S. Consular Agent.** *Mr. Peter M. Flensburg.*

Sea Baths on the N. side of the harbour (Pl. B, 1).

Malmö, a thriving seaport, the capital of the fertile province of *Skåne*, with 50,500 inhab., lies on the *Sound*, opposite Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. Besides its brisk trade it possesses a number of manufactories (of gloves, cotton, tobacco, etc.). In the middle ages Malmö was the chief trading town on the Sound, owing its prosperity mainly to the herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Westervång*, now the suburb of Södervärn, while the site of the modern town was then occupied by the fishing-village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) Malmö embraced the cause of that monarch, headed by the spirited burgomaster *Jürgen Kock*, builder of the interesting 'Kockumska Hus' in the Frans Suells Gata. The modern prosperity of the town dates from the end of the 18th cent., when *Frans Suell*, a merchant, caused the harbour to be constructed.

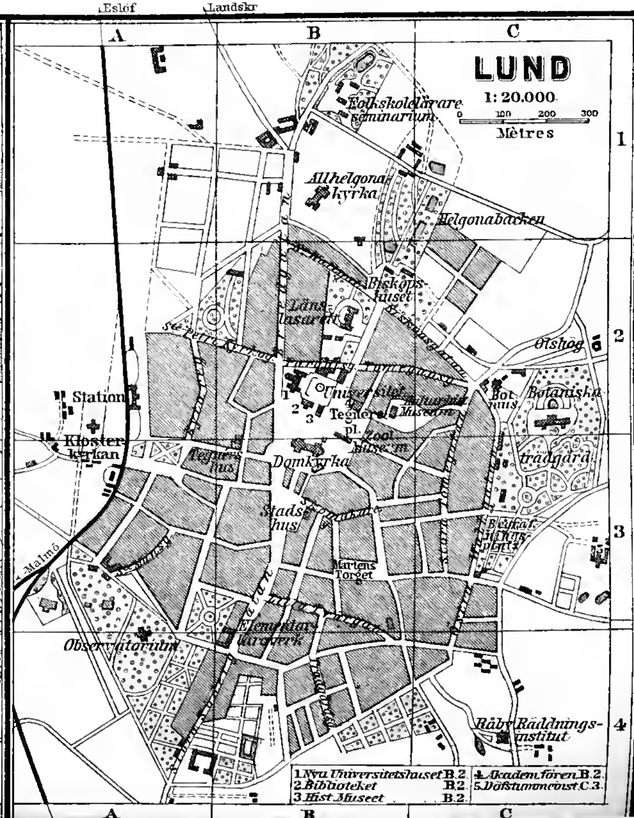
The *Harbour* is on the N. side of the town. Crossing the bridge beside the *Custom House* (Pl. 7; B, 2), we follow the street straight on to the S. to the STOR-TORG ('great market'), at the N.E. angle of which are the Rådhus (right) and the governor's residence (left). A bronze statue of Charles X. is to be erected here in 1896.

The *RÅDHUS (Pl. 8; B, 2), or town-hall, a handsome edifice in the Netherlandish Renaissance style, was built in 1546 and entirely restored in 1864-69. The façades are in brick, and the copings and five figures in niches on the roof in sandstone. Handsome oriel-window in the centre. The handsome *Knutssal* in the interior was the council-chamber of the once powerful *Knutsgille* ('Guild of Canute'). The *Landstingssal* is also noteworthy; it contains a collection of portraits of ancient royal personages and a painting by Cederström: Magnus Stenbock at Malmö in 1709.

In the *Landshöfdinge-Residenset* (Pl. 9), residence of the gov-

Geograph. Anstalt von Wagner & Debes, Leipzig

MALMÖ
1: 30.000.
0 100 200 300 400
Mètres
Stora Kanalen
Köpmansgatan
Station
Malmöhus
Slottsparken
Stortorg
Gust. Ad. Torg
Kungsgatan
Drottninggatan
Föreningsgatan
Södra förstaden
Davids hall
Linelund
Andreelund
Henriks lust
Kallbadhus
Varfsbassin
Docka
1.Elementar läroverk B.2.
2.Hospital C.2.
3.Kasern C.2.
4.Katolska kyrka B.3.
5.St. Petri kyrka B.2.
6.Tyska Kyrka C.2.
7.Nya Tullhuset B.2.
8.Rådhus B.2.
9.Residens B.2.
10.St. Pauli kyrka C.3.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Mètres
Eslöf
Landskr
Ystad
Malmö
Folkskolelärare seminarium
Allhelgona kyrka
Helgonabacken
Biskopshuset
Läns lasarett
Universitet
Tegnér pl.
Domkyrka
Stadshus
Martens Torget
Station
Klosterkyrkan
Observatorium
Botaniska trädgård
Ölshög
Råby Räddningsinstitut
1.Nya Universitetshuset B.2.
2.Biblioteket B.2.
3.Hist. Museet B.2.
4.Akadem. fören. B.2.
5.Döfstumme inst. C.3.

ernor of the province, is the room in which Charles XV. died on 18th Sept., 1872, when on his way back from Aix-la-Chapelle.

Passing between these buildings, we reach the PETRI KYRKA (Pl. 5; B, 2), founded in 1319 and restored in 1847-53, a fine Gothic brick-built church. The tower has only recently been completed. — The old *Tyska| Kyrka* or German church (Pl. 6; C, 2) has been entirely rebuilt, and is now known as the *Caroli Kyrka.* — By the Gustaf Adolfs Torg (Pl. B, 3), to the S.E., is the *Roman Catholic Church* (Pl. 4; B, 3), to the W. is the shady *Cemetery* (Pl. B, 3). — At *Rörsjö*, the E. quarter of the town, are the *St. Pauli Kyrka* (Pl. 10; C, 3), the *Elementar-Läroverk* (Pl. C, 3), or elementary school, with a small museum, and the new *Technical School.*

At the W. end of the town is the MALMÖHUS (Pl. A, 2, 3), a fortress dating in its present form from 1537, and architecturally interesting. It is now a prison. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but the dungeon in which he was confined is now walled up. He died on 14th April, 1578, in the château of Dragsholm in Zealand. Between the castle and the town are the pleasant promenades of the *Slottpark* or *Kung Oscars Park* (café, with concerts frequently).

RAILWAY FROM MALMÖ TO KLAGSTORP (48 Kil., in 3¼ hrs.; fares 2 kr. 55, 1 kr. 65 ö.). — 19 Kil. *Hvellinge* (Inn).

33 Kil. *Trelleborg* (Stads-Hotel), an old town with 2500 inhab. and several factories, is the terminus of the Lund, Svedala (see below), and Trelleborg railway (p. 254). — 48 Kil. *Klagstorp.*

About 4 M. to the W. of Hvellinge, on a bleak sandy peninsula, lie the two ancient little towns of **Skanör** and **Falsterbo**, once famed for their herring-fishery and the 'Fair of Skåne'. A storm destroyed their harbours in 1631, and their total population is now about 1000 only. The old churches are interesting. To the S. of Falsterbo is the ruined fortress of *Falsterbohus.*

RAILWAY FROM MALMÖ TO YSTAD (63 Kil., in 2½-3½ hrs.; fares 2 kr. 80, 2 kr. 25 ö.). The train traverses the fertile province of Skåne, with its extensive corn-fields, beautiful groves of beeches, white churches, and handsome country-seats. 6 Kil. *Hindby;* 11 Kil. *Oxie;* 16 Kil. *Skabersjö*, 3 M. to the N.E. of which is the handsome mansion of *Torup.* 21 Kil. *Svedala*, junction for Lund and Trelleborg (p. 254). 29 Kil. *Börringe*, junction for *Östratorp*, near the S. extremity of Sweden. 34 Kil. *Skurup;* 44 Kil. *Rydsgård;* 51 Kil. *Marsvinsholm;* 55 Kil. *Charlottenlund.*

63 Kil. **Ystad** *(Hôtel du Sud; Hôtel du Nord;* British vice-consul, *Mr. H. Nilsson)*, a busy seaport and manufacturing town, with 8000 inhabitants. Steamers to Stockholm, Malmö, Copenhagen, and Gotenburg; others to Stettin, Lübeck, and Bergen, etc.

The steamer plying between Copenhagen and the island of **Bornholm** (every evening except Sun.) touches at Ystad on Sat. night. Bornholm (230 sq. M.; 35,000 inhab.), which belongs to Denmark, lies 37 M. to the S.E. of the Swedish mainland (3 hrs. from Ystad). It yields the porcelain-

clay used in the famous manufactories of Copenhagen. The steamer lands at *Rönne*, the capital, on the W. coast. The island is rocky and mountainous. The hill called *Rytterknägten* and the *Echodal* in the interior are worthy of a visit. Between *Svaneke* and *Allinge* on the N.E. coast are the grand cliffs of *Randklöveskaaret*, *Helligdomsklipperne*, *Gaaserenden*, *Vaade Ovn*, and *Törre Ovn*. On the N. side the island terminates in the promontory of *Hammeren*, near which lies the ruin of *Hammershuus* (Blanch's Hotel).

Railway from Malmö to Cimbrishamn viâ Tomelilla (96 Kil., in 3½ hrs.; fares 6 kr. 95, 3 kr. 50 ö.). 15 Kil. *Staffanstorp*, junction for Lund and Trelleborg (see p. 254); 24 Kil. *Dalby*, with an old church; 35 Kil. *Veberöd*, near which is the *Romeleklint*, the highest point in S. Skåne. At (42 Kil.) *Öveds Kloster*, is the château of the same name, on the *Wombsjö*, one of the finest private seats in Sweden. At (53 Kil.) *Söfdeborg* there is also a fine château.

69 Kil. *Tomelilla* (Jernvägs Hotel) is the junction for Ystad and Eslöf.

96 Kil. **Cimbrishamn** or *Simrishamn (Hôtel Svea)*, a small seaport with 2000 inhabitants. In the neighbourhood is the *Glimmingehus*, a curious old baronial castle; and a little to the N. is the fishing-village of *Kivik*, with an interesting monument of the bronze age, with sculptured stones at the sides.

The new Railway from Malmö to Genarp stops among other stations, at *Bara*, near the château of *Torup* (p. 251), and at *Klagerup*, near the château of *Hyby*. — Near *Genarp* is the handsome modern château of *Häckeberga*, 2 M. from which is the Romeleklint (see above).

From Malmö to Billesholm and thence to Åstorp and Engelholm, 82 Kil., railway in 2¾-3½ hrs. (fares 5 kr. 35, 3 kr. 5 ö.). This route is of importance to tourists only on account of the express-trains that leave Malmö on the arrival of the Stralsund steamer and connect at Engelholm with the expresses thence to Gotenburg and Christiania (RR. 40, 14). — 5 Kil. *Arlöf;* 10 Kil. *Lomma;* 16 Kil. *Flädie;* 20 Kil. *Stäfvie;* 22 Kil. *Furulund.* — 24 Kil. *Kjeflinge* is the junction for the line to Trelleborg, Lund, and Landskrona (see p. 254).

33 Kil. *Teckomatorp* is the junction for the lines to Helsingborg, Landskrona, and Eslöf.

From Teckomatorp to Landskrona, 17 Kil.; to Helsingborg, 34 Kil. (see p. 260). These lines separate at (6 Kil.) *Billeberga.* The other stations are unimportant. — **Landskrona** (*Stads-Hotel*) is a fortified port with 12,900 inhab., and a castle, completed in 1543, now used as a storehouse and prison. Steamboat to Copenhagen, once or twice daily. Railway to *Åstorp* viâ *Ottarp* and *Billesholm*, see p. 253.

From Teckomatorp to Eslöf, 15 Kil. (see p. 255).

39 Kil. *Svalöf;* 46 Kil. *Axelvold;* 49 Kil. *Kågeröd.* — The railway now traverses the coal-field extending from Helsingborg on the W. to beyond Qvidinge on the E.

59 Kil. *Billesholm*, with coal-mines. Branch to Bjuf on the Helsingborg and Åstorp line.

94 Kil. *Åstorp* is an important junction: for Helsingborg, see p. 260; for Kattarp and Höganäs, see p. 260; for Markaryd and for Hessleholm (p. 255). — 101 Kil. *Spannarp*. — 108 Kil. *Engelholm* (p. 261).

38. From Malmö to Nässjö *(and Stockholm)*.

268 Kil. (167 Engl. M.). Södra Stambanan. Express (1st June to 1st Sept.) in 5, quick train in 7 hrs. (fares 22 kr. 80, 16 kr. 10 ö.); ordinary train in 10 hrs. (fares 14 kr. 10, 9 kr. 40 ö.). The mixed trains *(blandade tåger)* are suitable for short distances only. — Each carriage contains a notice as to stoppages for refreshments.

[From Malmö to Stockholm, 618 Kil. (383 M.); express in 12¾, quick train in 15-16 hrs. (fares 52 kr. 55, 37 kr. 10, 23 kr. 40 ö.); ordinary train in 38 hrs. (fares 32 kr. 45, 21 kr. 65 ö.). Sleeping-berth, 1st cl. 5 kr., 2nd cl. 3 kr., in addition to the fare, irrespective of the distance. — Those who wish to avoid so long a railway journey may take the train to *Jönköping* and the steamer thence by *Lake Wettern* and the *Göta Canal* to Stockholm (comp. p. 274).]

The train skirts the Sound, crosses the *Segeå* near (5 Kil.) *Arlöf*, and then the *Höjeå*. Near (9 Kil.) *Åkarp* is the agricultural school *(Landbruksinstitut)* of *Alnarp*. Fertile country. Close to Lund are several large hospitals.

17 Kil. **Lund.** — **Hotels.** Central Hotel, Stora Kungs-Gatan 4, near the cathedral, R. and B. only; Stadshuset, Stor-Torg; Skandinavie & Jernvägs-Hotel. — Booksellers: *Lindstett*, Stor-Torg; *Gleerup*, Stora Södra-Gatan, by the market; see Plan of town, p. 249.

Lund, once called *Londinum Gothorum* or *Metropolis Daniae*, an ancient town with 15,500 inhab., was the largest town in Scandinavia until the middle of the 15th century. In its palmy days Lund was the seat of a famous bishopric, and is said to have had 21 churches. At the present day it has a dull, rustic appearance, especially during the university vacations. — From the *Railway Station* (Pl. A, 2) we walk in a few minutes to the centre of the town, where the cathedral and the university are situated. On the way we pass the house of the poet *Esaias Tegnér* (Pl. A, B, 3; pron. Tengnäre; b. 1782, d. 1846), who lived here in 1813-26 and wrote his Frithjof, Gerda, and other works. The house contains a few memorials of the poet.

The *Cathedral (Pl. B, 3), one of the finest churches in Scandinavia, was consecrated by *Archbishop Eskil* (p. 330) in 1145. It is a pure Romanesque edifice, with two towers and a semicircular apse, and has been judiciously restored. The exterior, especially of the choir, is elaborately adorned in a manner that recalls the Middle Rhenish style of the 12th cent., and probably dates from the period after the fire of 1172. Observe in particular the choir, with round-arched frieze borne by columns in the first story, blind arcades in the window-story, and above these an open colonnade.

The **Interior** (generally open in the forenoon; entrance on the S.E. side; 'klockäre', or sacristan, Lilla Kungs-Gatan 2), although only 210 ft.

in length, 108 ft. wide, and 70 ft. high, looks much larger owing to the breadth of the W. end, and to the fact that the pavement rises in the middle 1½ ft. above the level of the aisles. Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the imposing transept, two more to the choir, and lastly three to the high-altar. Observe the new *Bronze Doors*, the handsome *Pulpit* of 1592, the old seven-branched *Candelabrum*, the carved Gothic *Choir-Stalls*, and the modern *Frescoes* on a gold background, by *Thulin*.

Under the transept and choir lies the grand *Crypt (Kraftskyrkan)*, 121 ft. long, 33 ft. wide, and 13 ft. high, borne by 23 pillars, and lighted by ten small windows. In the N. arm of the crypt is a large *Well*, with satirical figures and inscriptions by *Van Duren*, a Westphalian master, who lived in Lund in 1513-27. Archbishop Birger (d. 1519) is buried here. On two of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should guess the giant's name. Luckily he overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged couple then tried to pull the church down again, but the saint converted them into stone, as their figures still testify.

In the beautiful promenades, shaded by fine lime-trees, to the N. of the cathedral, rise the buildings of the University (Pl. B, 2), founded in 1668, and now attended by about 800 students. To the N.W. are the New University Buildings (Pl. 1), in the Greek Renaissance style, designed by Helgo Zetterwall, and erected in 1878-82. These contain the *Aula* and the *Historical Museum* (Director, Dr. S. Söderberg). Adjacent is the old University, now the *Library* (Pl. 2). The **Museum of Social History* (founder and director, Mr. G. Karlin), embracing 8000 mediæval and modern specimens, is arranged in different buildings corresponding to the historical character of the various groups, with reference also to the ancient divisions of Sweden. Adjacent, on the E., is the *Tegnérs-Plats*, embellished with a *Statue of Esaias Tegnér* by Qvarnström. On Oct. 4th, the day on which the poet matriculated at the University, the students celebrate the occasion with processions, songs, and speeches. On the S. side of the Plats is the *Zoological Museum* (Pl. B, 2, 3), where all the Scandinavian vertebrates are represented. On the N. side is the building of the *Akademiska Förening* (Pl. 4, B 2; with a restaurant, open to strangers).

The town is girdled with pleasant promenades. On the E. side lies the *Botanic Garden* (Pl. C, 2, 3). On the N.E. are the park of *Helgonabacken* ('saints' hill'; Pl. C, 1) and the Gothic *Allhelgonakyrka* or *Church of All Saints*, built in 1891 by Zettervall. On the S.E. side of the town is the *Råby Räddnings Institut* (Pl. C, 4), a charitable establishment founded by Gyllenkrook. To the S.W., beside the *Observatory*, is a pretty park (restaurant), where a band frequently plays in summer.

From Lund to Trelleborg (p. 251), 43 Kil., railway in 2¼ hrs., viâ *Staffanstorp* (p. 251) and *Svedala* (p. 252). — To Landskrona (p. 252), 32 Kil., railway in 1¼-2 hrs., viâ *Kjeflinge* (p. 252).

The Main Line, after leaving Lund, passes on the left the *Slîparebacke* ('Hill of St. Liberius'), where the Danish kings once

received the homage of the Swedish province of Skåne. A monument records the victory of Charles XI. over the Danes in 1676. At (26 Kil.) *Örtofta*, where a pretty château is seen to the left, we cross the *Löddeå*.

34 Kil. **Eslöf** *(Jernvägs-Hotel; Nilsson's)*, with 1400 inhab., is the junction for lines to *Landskrona and Helsingborg* (p. 252) and to *Ystad* (p. 251).

44 Kil. *Stehag*, amidst pretty beech-woods, a little beyond which the *Ringsjö* (184 ft.) lies on the right. The lake is surrounded by handsome private residences, including the former *Bosjö Convent* (not visible from the railway). 54 Kil. *Hör*, whence a branch-line goes to (13 Kil.) *Hörby*. To the N. of the station rises the basaltic *Anneklef*. Near (68 Kil.) *Sösdala* is the church of *Mällby*, where Otto Lindblad, the composer, was once sacristan.

83 Kil. **Hessleholm** (*Bern's Hotel*, with rail. restaurant; *Nya Hotel*, R. 2 kr.), an increasing place. To the W. lies *Lake Finja* (150 ft.).

From *Hessleholm* to *Helsingborg*, see p. 260; to *Vittsjö*, uninteresting.

From Hessleholm to Christianstad, 30 Kil., railway in 1¼ hr. (fares 2 kr. 10, 1 kr. 5 ö.). Unimportant stations. From *Karpalund*, the last, a branch-line diverges to (35 Kil.) the seaport of *Åhus*, whence spirits are largely exported.

30 Kil. **Christianstad** (*Stadshuset; Frimurarehuset*), a town with 9700 inhab., and seat of the *Skånska Hofrätt* (appeal-court of Skåne), established in the *Kronhus*, was founded by Christian IV. of Denmark in 1614. It lies on a peninsula formed by the *Helgeå*. The *Church* was erected in 1617. — A narrow-gauge railway runs hence to Karlshamn (p. 256) viâ *Beckaskog*, station for the estate of that name (3 M. to the N.), situated between the *Oppmannasjö* and the *Ifösjö*, once a Bernardine monastery, now crown-property (often visited and sung by Charles XV.); and *Sölvesborg*, a seaport with a ruined castle and several distilleries.

Dreary moor. 92 Kil. *Balingslöf*, 102 Kil. *Häslveda*, 113 Kil. *Ousby*, 125 Kil. *Killeberg*.

Before crossing the boundary between Skåne and *Småland* (so called from the 'small patches of arable land' with which it is sprinkled), we enter a dreary and interminable *Skog*, a favourite theme in popular Swedish song. This region consists of moor, swamp, forest, lakes, hills, rocks, and debris intermingled in chaotic confusion and extending with few interruptions all the way to Haparanda. This chaos was formed by the action of the ice with which the whole peninsula was once covered. The stones and rocks, worn and rounded by glacier-action, are generally clothed with a thin carpet of mossy vegetation. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, 'pleasant grove') consists of pines and deciduous trees in the S. parts of this region, but in the N. the sombre fir-tree alone survives. The engineering of the railway presented great difficulties here. Embankments, cuttings, and bridges are very numerous. On each side lie long ramparts built up of loose stones. At places, however, we pass fields and pastures with herds of cattle. A few churches with detached belfries *(klockstapel)*, and red cottages, roofed with green turf, are also seen at

intervals. Manufactories are occasionally passed, and mills flank most of the rivers.

Between (134 Kil.) *Elmhult*, the first station in Småland, and (150 Kil.) *Liatorp* lies *Råshull*, the birthplace of *Linnæus* (13th May, 1707). His father was joint-pastor of this parish, but removed the following year to Stenbrohult in the vicinity. Nearing *Djöbruk*, we see Råshult on the right, with an obelisk erected to Linnæus in 1866. Fine views of the long *Möckeln-Sjö* (446 ft.), farther on.

168 Kil. *Wislanda.*

From Wislanda to Halmstad (p. 261) 115 Kil., railway in about 6 hrs. The chief station on the route is *Bolmen*, on the lake (465 ft.) of that name, 10 M. long and 6 M. broad, from which the Lagaå (p. 261) issues. In the lake is the long island of *Bolmsö*, once the seat of the heathen kings of Finveden, as W. Småland is called, containing curious tombstones.

From Wislanda to Karlshamn, 78 Kil., railway in 3¾-4½ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). **Karlshamn** (*Stadshuset*), a town with 7200 inhab., lies at the mouth of the *Mieå*, in the pretty district of *Blekinge*. — From Karlshamn to the W. to *Sölvesborg* and *Christianstad*, see p. 255; to the E. to *Ronneby*, with chalybeate baths in a pretty district, and *Karlskrona* (p. 257) 70 Kil.

182 Kil. **Alfvesta** (**Rail. Restaurant*, with rooms), where a long stoppage is usually made, is prettily situated at the N. end of *Lake Salen* (470 ft.). On the right is the old church of *Aringsås* with its belfry and curious Runic stones. — To *Karlskrona* and *Kalmar*, see below.

194 Kil. *Moheda.* Then *Lamhull* (with the Grönskulle, 387 ft., on the left), *Slockaryd*, *Säfsjö* (junction for Hvetlanda), *Sandsjö*, and *Grimstorp*. Countless lakes.

268 Kil. **Nässjö** (1020 ft.; **Rail. Reslaurant*; **Hôtel Wiberg*; *Hôtel Svensson*), junction for *Jönköping* (p. 273), *Oskarshamn* (p. 258), and *Halmstad* (p. 261).

From Nässjö to *Slockholm*, see p. 278.

39. From Alfvesta to Karlskrona and Kalmar.

From Alfvesta to *Wexiö*, 18 Kil., in ¾ hr. (fares 1 kr. 30 ö., 65 ö.); from Wexiö to *Karlskrona*, 114 Kil., in 4½-5½ hrs. (8 kr. 55, 4 kr. 30 ö.). — From *Emmaboda* to *Kalmar*, 57 Kil., in 2¾ hrs. (4 kr. 30, 2 kr. 15 ö.).

Alfvesta, see above. This line traverses a wooded district, enlivened here and there with the cottage of a settler, with its patch of pasture and its peculiar fence of oblique stakes, common in Norway and Sweden and also among the Alps.

8 Kil. *Gemla*, with several manufactories. 13 Kil. *Räppe*, on the *Helgasjö* (on which a steamer plies), at the point whence it falls into the *Bergqvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Bergqvara*, with a picturesque ruined castle.

18 Kil. **Wexiö** (**Nya Hotel; Gästgifvaregård*), the capital of the *Kronobergs-Län*, dating as a town from 1342, now with 6200 inhab., rebuilt on a more spacious plan since the fires of 1830 and 1840, lies at the N. end of the *Wexiö-Sjö*. The *Cathedral*, built

about 1300 and dedicated to St. Siegfrid (d. about 1030), the apostle of this region, has been unskilfully restored. The *Smålands Museum*, in the *Forn-Sal* ('Hall of Antiquities') not far from the station, contains a collection of antiquities, a library, a cabinet of coins, and a bust of Linnæus (p. 256), who went from Wexiö to the university of Luud. On a hill to the E. of the town, aud connected with it by an avenue, lies the episcopal residence of *Östrabo*, once occupied by Tegnér, the poet (p. 253), who died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S.W. wall, where his grave is shaded by a canopy of maples.

Pleasant Excursion from Wexiö to (5 Kil.) *Evedal*, with its mineral spring, and (3 Kil. farther on) the royal château of **Kronoberg** on the *Helgasjö* (535 ft.), now occupied by the governor of the district. On an island in the lake are the fine ruins of the once strong castle of *Kronoberg* (which has given its name to the Kronobergs-Län), shaded with beeches.

The train now traverses an interminable forest, relieved with many lakes and several glass-works. — 57 Kil. *Emmaboda*, junction for Nybro and Kalmar, see below. — At *Thorskors* the train quits the mainland and crosses several bridges and islands to —

114 Kil. **Karlskrona** *(Storkällaren; Frimürarehuskällaren;* Brit. vice-consul, *Mr. A. Palander)*, the headquarters of the Swedish navy, with 21,500 inhab., founded in 1680, situated on several islands.

From Emmaboda (see above) to Kalmar. — 27 Kil. *Nybro*, whence a branch-line diverges to the iron-works of *Säfsjöström*. 41 Kil. *Trekanten*. The train now reaches a more smiling coast-landscape, where birches, oaks, and beeches appear. In the distance is the island of *Öland* (p. 258).

57 Kil. **Kalmar** *(Witt's Hotel; Central Hotel; Svanfeldt's Hotel; Restaurant* in the theatre, opp. Central Hotel; Brit. vice-consul, *Mr. C. O. Söderbergh)*, a very ancient town with 12,000 inhab., lies partly on the mainland and partly on two islands in the *Kalmarsund*, which separates the coast from the island of Öland. In 1397 Kalmar, which used to be called '*rikets nyckel*' (the key of the kingdom), witnessed the conclusion of the *Kalmar Union* (p. lvii), by which the three Scandinavian kingdoms were united for a century and a quarter. Gustavus Adolphus came to Kalmar in 1620 to escort his bride, Princess Maria Eleonora of Brandenburg, to Stockholm, where their marriage was to take place.

The railway-station is on the S. side of the *Qvarnholm*, the island on which the greater part of the town lies. In the middle of this quarter rises the **Cathedral*, designed by Nic. Tessin the elder and built of stone from the quarries of Öland in 1660-99.

The chief object of interest is the old castle of **Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats, on an island connected with the mainland. Between 1307 and 1611 the castle resisted no fewer than twenty-four sieges. The Golden

Hall (dating from John III.), with a fine ceiling, the Union Hall (which, however, is of later date than the Union), and several other rooms now contain the Kalmar Historical Museum (apply to the 'Vaktmästare'). A monument in the *Public Park* commemorates Gustavus Vasa's return from Lübeck in May, 1520, when he first set foot again on Swedish soil at *Stensö*, 3 Kil. to the S.W. of Kalmar.

To the N.W. of the town, beyond the suburb of *Malmen*, is (3 Kil.) *Skälby*, with a fine park. — About 20 Kil. to the S. are the round churches of *Hagby* and *Woxtorp* (like that of Solna near Stockholm, p. 317), and the famous *Brömsebro*, or bridge over the *Brömsebäck*, once the boundary between Swedish and Danish territory.

From Kalmar we may cross to the large **Island of Öland** (steamer to Borgholm daily), lying parallel with the coast, 150 Kil. long and 3-15 Kil. in breadth. It contains 40,000 inhab., who are chiefly engaged in farming and cattle-breeding. Among the other resources of the island is a quarry of alum-slate near *Möckleby*, at the S. end; and cement is made in large quantities at *Degerhamn*.

Öland does not belong to the usual Swedish granite formation, but consists mainly of a reddish limestone plateau, originally formed under the sea, rising abruptly on the W. side in the southern half of the island, but sloping gently down to the E. coast. Between the cliffs *(landborgar)*, which are dotted with windmills, and the sea, particulary on the W. side, extends a fertile and partly wooded plain with numerous villages. The plateau in the centre of the island is partly occupied by arid and unfruitful tracts *(Alvar)* exposed to extreme heat in summer. At the N. end of the island the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. At this end of the island the main road runs inland, but farther S. it follows the 'landborgar'. Geologists should notice the numerous rock-formations *(stensättningar)* resembling ships, with prow, stern, masts, and benches for rowers. Countless tumuli form another object of interest.

The capital of the island is **Borgholm** *(Victoria; Stads-Hotel)*, a small town and watering-place with 900 inhab., prettily situated, near which (10 min.) is an imposing ruined **Castle*, built by John III., and destroyed by fire in 1806 (fine view). A memorial stone recalls King Charles XV., who used to shoot here. — About 13 Kil. to the S. of Borgholm a road diverges to the left from the main road to the village of **Högsrum**, near which is '*Noachs Ark*', the finest of the rock-formations above mentioned. Near it are two curious tall stones known as *Odens Flisor* and the large 'fornborgar' or prehistoric forts, *Ismanstorp* and *Wipetorp*, built of granite and limestone without mortar; and also several barrows of the flint period. — From the main road, 3 Kil. farther to the S., we turn to the right, enjoying a beautiful view of the Kalmar-Sund, to *Stora Rör* (Inn). Some 13 Kil. farther to the S. (about 32 Kil. from Borgholm) lies *Färjestaden* (Inn), 'the ferry-place', whence we may cross to Kalmar (about 6 Kil.) by steamboat.

From Oskarshamn to Nässjö. — Travellers who do not wish to return from Kalmar to Wexiö and Alfvesta may take the steamer (2-3 times weekly, in 5 hrs.) to —

Oskarshamn (*Hôtel Kung Oscar; Stadshuset; Jernvägs-Hotel;* Brit. vice-consul, *Mr. O. Wingren*), a trading and manufacturing town (5600 inhab.). Railway to Nässjö, 148 Kil. in 6 hrs. (fares 9 kr. 65, 5 kr. 55 ö.). The first stations are unimportant.

65 Kil. *Hultsfred*, the junction of branch-lines to *Storebro* and *Wimmerby* (21 Kil.), two small manufacturing towns, and to *Ankarsrum* (with iron-works) and (70 Kil.) *Westervik* (see p. 280).

127 Kil. **Eksjö** *(Stadshus; Jernvägs-Hotel)*, a town with 3100 inhab., near which is a curious *Skurugata*, a ravine 125 ft. deep, 20 ft. wide, and nearly 2 M. long, penetrating a rocky hill.

148 Kil. *Nässjö*, see p. 256.

40. From *(Copenhagen)* Helsingborg to Gotenburg.

Besides the railway between Copenhagen and Gotenburg described below, STEAMERS ply daily in summer. The direct steamers take 14-20 hrs., the 'Halland' steamers, starting in the morning from the corner of the Havne-Gade and the Nyhavn at Copenhagen, touch at *Landskrona* (p. 252), *Helsingborg*, *Halmstad*, and *Warberg*, and reach Gotenburg about noon of next day. — The *Kattegat*, through which we steer, forms the mouth of the Baltic. On an average there are 24 days when the current runs out from the Baltic for every 10 days when the tide sets in. These currents and the gales which often visit the Kattegat are apt to be unpleasant even in summer. In fine weather, however, the voyage is an agreeable one. The finest part of it is the passage through the mouth of the Sound, between *Helsingör*, with *Kronborg* (p. 363), and *Helsingborg*. Farther on, the promontory of *Kullen* (p. 260) is conspicuous. The vessel then loses sight of the Swedish coast. Before entering the 'skär' or island-belt of Gotenburg, we observe on the left the islet of *Nedingen*, with two towers and beacon-light. Entrance to Gotenburg, see p. 81, and Map, p. 256.

RAILWAY FROM HELSINGBORG TO GOTENBURG *(Westkustbanan)*, 243 Kil., in $6^3/_4$-$11^1/_4$ hrs.; express-fares 18 kr. 25, 14 kr. 65, 9 kr. 90 ö.; ordinary fares 17 kr. 5, 12 kr. 80, 8 kr. 55 ö.

Railway from *Copenhagen* to *Helsingör*, in 2 hrs., and steamer thence to Helsingborg (custom-house examination), in 20 min., see R. 59.

Helsingborg. — **Hotels.** *HÔTEL D'ANGLETERRE, in the Torg; *MOLLBERG, also in the Torg, with good restaurant, R. from $1^1/_2$ kr.; *CONTINENTAL, MUNTHE; all near the harbour, with restaurants and cafés. — Railway Station on the S. side, not far from the quay. — **British Vice-Consul**, *Mr. Carl Westrup*.

Helsingborg, a thriving town with 21,400 inhab. and a new harbour, lies on the *Öresund* or *Sound*, which is here only about $2^1/_2$ M. wide, opposite Helsingör and the Kronborg (p. 363).

Near Helsingborg, and 125 ft. above it, is the tower of **Kärnan*, rising in five stories to a height of 101 ft. (each side 51 ft. broad, walls 15 ft. thick). The *VIEW hence is the finest on the Sound (comp. Map, p. 248). Opposite lies Helsingör, with the Kronborg; to the S. is the island of *Hven* (p. 363), to the N. rises the promontory of *Kullen*. The 'Väktmästare', who, however, is usually in the tower, lives at No. 46 Långvinkels-Gatan, the long street ascending the hill to the N. of the tower (reached by turning to the left at the head of the Torg and taking the first side-street to the right; adm. 10 ö., a party 50 ö.).

In a side-valley at the N. end of the town, through which the Engelholm road ascends ('Helsovägen'), lies the mineral spring of *Helsan*, with pleasant grounds (concert in the afternoon). Adjacent on the S. is the pretty *Öresunds Park*, which may also be reached direct from Kärnan by a N. side-street of the Långvinkels-Gata.

A road to the N. leads in a few minutes to the good *Sea Baths*. To the right is the long viaduct of the Gotenburg railway. On the coast, 6 Kil. to the N., is the royal château of *Soffero*, and beyond it *Kulla Gunnarstorp*, the Gothic château of Count Wachtmeister.

From *Helsingborg* to *Eslöf*, see p. 255.

From Helsingborg to Hessleholm, 77 Kil., express in 2½, ordinary train in 3 hours. The line intersects the coal-field mentioned at p. 252. 3 Kil. *Ramlösa*, where the Eslöf line diverges (p. 255). 5 Kil. *Ramlösabrunn*, a small mineral bath. — 24 Kil. *Åstorp* (p. 253). — 35 Kil. *Klippan*, with a large paper-mill, is the junction for a branch-line viâ the domain of *Herrevadskloster* to *Skäralid* and *Röstanga*, the pretty neighbourhood of which attracts many visitors. To the N. of Klippan is the little town of *Åby*, and farther off are the estates of *Tomarp* and *Bjersgård*. — 77 Kil. *Hessleholm*, see p. 255.

The Gotenburg Railway ascends by means of a long viaduct, soon losing sight of the Sound. The fertile but monotonous plain is bounded on the E. by the *Söderås* range. To the W. rises the Kullen. 9 Kil. *Ödåkra*. — 14 Kil. *Kattarp*, where our line is crossed by that from *Åstorp* (p. 253) to *Höganäs*.

From Kattarp to Höganäs, 15 Kil., railway in ¾ hr. (stations unimportant). — *Höganäs* (Schweitz's Hotel; Höganäs Hotel), with coal-mines and a well-known pottery, is the starting-point for a visit to the **Promontory of Kullen**, which projects boldly into the Kattegat towards the N.W., like a huge finger, separating it from the *Skeldervik*. From Höganäs the road leads by (5 Kil.) *Krapperup*, with a château and park, and the fishing-village of (7 Kil. farther on) *Mölle* (Restaurant), which may also be reached by the afternoon steamer from Helsingborg. To the lighthouse *(Kullafyr)* at the extremity of Kullen is 3 Kil. more. The best point of view is the *Bårekulle*, a height ascended from the *Kockenhus* (which is about 4 Kil. from Krapperup) or from Mölle. Farther to the N. rises the highest point of the promontory (615 ft.), less easily reached.

18 Kil. *Rögle;* 21 Kil. *Wegeholm*. We then cross the *Wegeå*, which separates *Malmöhus-Län* from *Christianstads-Län*, and traverse a wooded district.

27 Kil. **Engelholm** *(Hôtel Thor)*, a place of 2100 inhab., with fishery and corn-trade, lies on the *Rönne-Å*, which the train crosses, and is also the station for the Landskrona line (p. 252). 30 Kil. *Engelholmshamn*, on the *Skeldervik*. To the left is the fishing village of *Skepparkroken*. To the right in the distance rises the long range of the *Hallandsås*.

35 Kil. *Barkåkra;* 39 Kil. *Förslöf*. Wooded heights alternate with arable land. Now and then we get a glimpse of the sea. We ascend the Hallandsås in curves to (45 Kil.) *Grefvie*, with a view of the sea and the Kullen. We then descend the valley of the *Sinarp*, which gradually expands, and are carried by an embankment 77 ft. high to (52 Kil.) the station of *Båstad*, which lies about 3 Kil. from the village and bathing-resort of that name.

The train enters the province of *Halland*, crosses the *Stensån*, and traverses a level tract. 59 Kil. *Skottorp*, near the estates of *Nya Skottorp* (where the line crosses the *Smedjeå*) and *Gamla Skottorp*, where Charles XI. wedded the Danish princess Ulrika Eleonora in 1680. — 63 Kil. *Wallberga;* 68 Kil. *Laholm*, an old town

with 1600 inhab., on the *Lagaå*, which we cross. Large quantities of salmon are caught in this river, especially at the *Kassefors*, 6 Kil. from Laholm, whence a large proportion of the 'Halmstad salmon' comes. — 73 Kil. *Weinge*; 77 Kil. *Genevad*, where we cross the stream of that name. 81 Kil. *Eldsberga*, beyond which we near the sea. Beyond (84 Kil.) *Trönninge* the *Fylleå* is crossed.

92 Kil. **Halmstad** *(Hôtel Mårtenson; Svea)*, with 12,800 inhab., the seat of the governor of the province of Halland, with an old church and an old castle, lies on the N. bank of the *Halmstadsbugt*, at the mouth of the *Nissaå*, which the railway crosses by an iron bridge. Famous salmon-fishery.

From Halmstad to *Wislanda*, see p. 256.

From Halmstad to Nässjö, 196 Kil., express in 6, ordinary train in 11 hrs. (fares 15 kr. 70, 11 kr. 80, 9 kr. 80 ö.). The train ascends the valley of the Nissaå. 5 Kil. *Sperlingsholm*, an old estate of the barons and counts Sperling, with a modern château and a large park. Most of the stations are unimportant. Some of them have large saw-mills. 115 Kil. **Wernamo** *(Rail. Restaurant)*, a village of 600 inhab., with an important annual fair. 143 Kil. *Skyllingaryd*, with various factories. — 152 Kil. *Vaggeryd*, junction of a new branch-line to Jönköping (p. 273). — 193 Kil. *Nässjö*, see p. 256.

Traversing a sandy plain and pine-woods, we pass near *Vapnö*, the estate of the family of Staël-Holstein. 103 Kil. *Gullbrandstorp*, 108 Kil. *Harplinge*, 112 Kil. *Brännarp* Fertile country with many farms. On the left are the churches of *Steninge* and *Refvinge* and the estate of *Bårarp*. Fine woods and hills of some height are now passed. On the right lie the large farms of *Susegården* and *Fröllinge*. 116 Kil. *Getinge;* the village lies on the opposite bank of the *Storå*, which falls into the *Suseå* farther on, by the turreted château of *Mostorp*. The train crosses the *Suseå*. 121 Kil. *Slöinge;* 125 Kil. *Heberg*. 135 Kil. *Falkenberg*, a town of 1800 inhab., with the remains of a mediæval fortress and an extensive salmon-fishery, on the *Ätraå*, which the train crosses. — To the right we see the church of *Stafsinge*, and, near the small station of *Lis*, the old mansion of *Lindhult*. 144 Kil. *Långås;* 152 Kil. *Tvååker*, to the E. of which are the villages of *Jernmölle* and *Jernvirke*, so named from former iron-mines. 156 Kil. *Himle*. We then pass several villages and through a cutting in the *Apelviksberg* to the coast.

166 Kil. **Warberg** *(Warberg's Hotel)*, a town of 4200 inhab., with sea-baths and a conspicuous old castle, now a gaol, which we see on the left.

From Warberg to Borås (Herrljunga), 85 Kil., railway in 3½-4½ hrs. No stations of importance except the three last, *Fritsla*, *Viskafors*, and *Rydboholm*, with large cotton-factories. *Borås*, and thence to the main line, see p. 272.

We skirt the coast, where the beginning of the 'skärgård' or island-belt is marked by the large flat island of *Getterö*, and cross the *Himlaå*. The coast becomes more rocky, with long peninsulas jutting from it at intervals. On the left is the village of *Årnäs*, on the site of the trading town of *Aranäs*, destroyed by the Norwegians in 1265. 179 Kil. *Åskloster*, on the left bank of the *Viskaå*, which falls into the *Klosterfjord* here and is crossed by the railway. Be-

yond (183 Kil.) *Backa* the line reaches the *Wendelsö-Fjord* and crosses the *Löftaå*. 191 Kil. *Frillesås;* 197 Kil. *Åsa*, on the large *Kungsbacka Fjord*. The valleys which intersect the barren cliffs are fertile and well cultivated. On a peninsula to the left stands the old mansion of *Tjolöholm*. We ascend a valley, past the large villages of *Torpa* and *Tom*, where we observe a fine beech-grove, and cross the plain of *Dufveheden* to (207 Kil.) *Fjärås*. To the E., above us, lies the mountain-lake of *Lygner*, from the inundations of which the plain is protected by an old moraine *(Fjärås Bräcka)*. On the lake lies *Gåsevadholm*, the estate of the Barons of Silfverskjöld. We next cross the *Rolfsån*, the discharge of Lake Lygner. 215 Kil. *Kungsbacka*, a little town which gives its name to a large fjord. 220 Kil. *Anneberg;* 225 Kil. *Lindome*. Then across a marshy plain, and over the *Mölndalsån*, to (235 Kil.) *Mölndal*, a town with cotton and weaving factories, and *Almedal*, another busy manufacturing place. Lastly we recross the Mölndalsån by a low viaduct 660 yds. long.

243 Kil. *Gotenburg*.

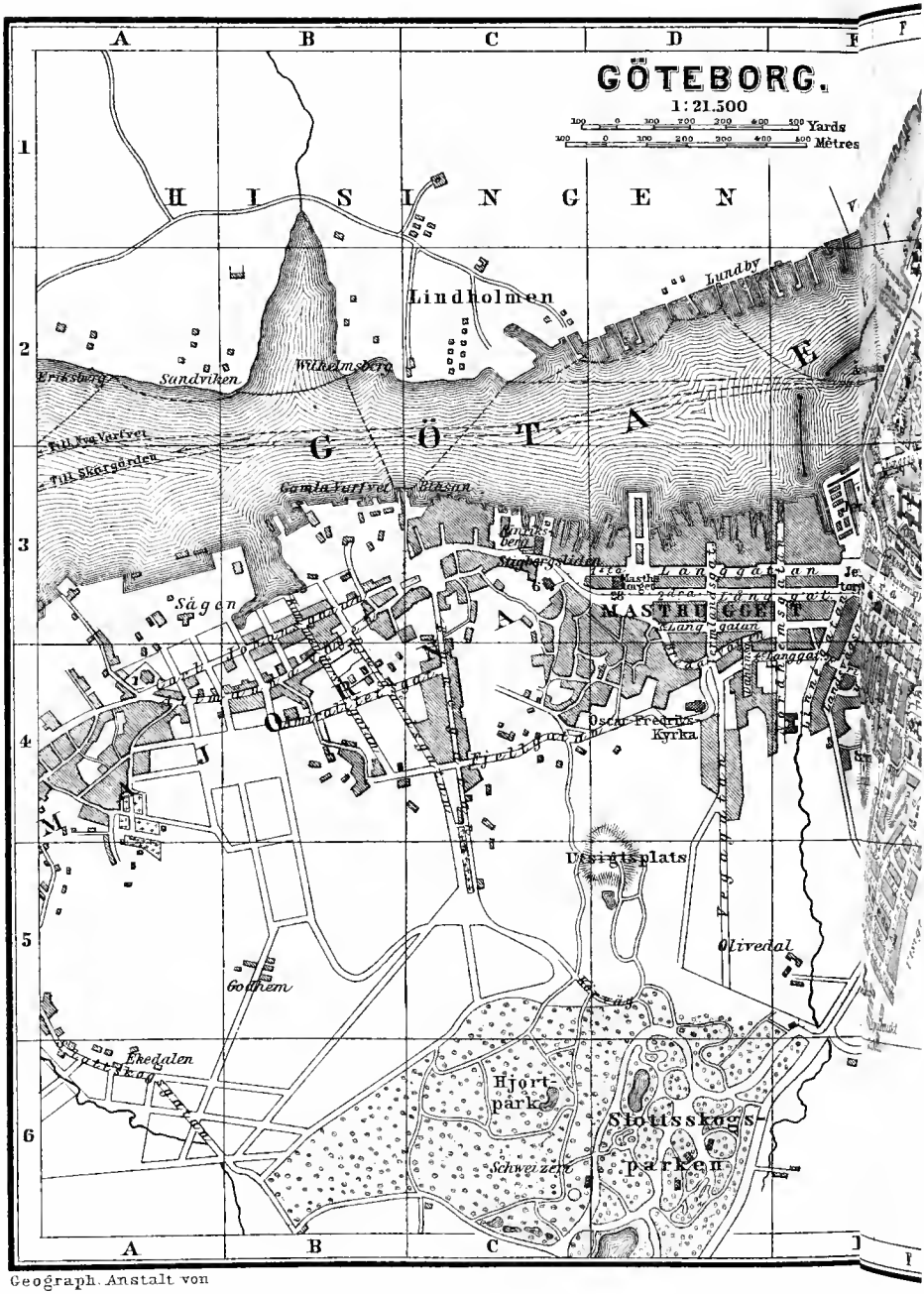
41. Gotenburg.

Arrival. The large sea-going steamers land at the *Stora Bommens Hamn* (Pl. F, 2), the canal-steamers at the *Lilla Bommens Hamn* (Pl. G, 1), both at some distance from the hotels. Comp. ***Sveriges Kommunikationer***, where under 'Göteborg' a complete list is given of the steamers sailing 'Norrut, Österut, Söderut, and Vesterut'. Hotel-omnibuses (¾-1 kr.) and cabs (see below) meet the steamers. The *Stockholm Railway Station* (Pl. H, 1, 2) is close to the hotels, so that it is hardly necessary to take the omnibus. The station of the *Bergslags Bana* (Pl. H, 1; RR. 42, 54) is a little farther off.

Hotels. *Grand Hôtel Haglund & Göta Källare (Pl a; H, 2), in the Södra Hamn-Gata, two separate houses, R., L., & A. from 2, D. 1¾-3 kr.; *Hôtel Eggers (formerly *Christiania;* Pl. b, H 2), Drottning-Torget 4, with lift, electric lighting, and restaurant, R. from 1½ kr., B. 75 ö., déjeuner 1½, D. 2-3 kr. — Royal (Pl. c; H, 2), Drottning-Gatan 67; *Hôtel d'Angleterre, nearest the station (hôtel garni). — Hôtel Kung Karl (Pl. d; H, 2), Köpmans-Gatan 54, and Hôtel Karl XV. (*Den Femtonde;* Pl. f, H 2), Sill-Gatan 50, both near the station and unpretending.

Restaurants. At the hotels; **Frimurarelogen*, Södra Hamn-Gatan 31; *Henriksberg*, at *Stigbergsliden* (Pl. C, 3), with view of the harbour; also at the *Theatre* (p. 265), and at the Popular Resorts: *Trädgårdsföreningen* (p. 265; adm. 10 ö.; concerts in the evening); *Lorensberg* (Pl. H, 4), containing a bust of the poet *Wadman* by *Molin* (adm. 25 ö.). — **Beer** at *Weise*, Södra Hamn-Gatan 17, well spoken of. — **Cafés** *(Schweitzerier): Lehnard's Café* (also confectioner's), Södra Hamn-Gatan 59; ***K. Baude***, confectioner, Kungs-Gatan 63.

The Gotenburg Licensing System, which has given rise to so much controversy, has been in operation here for many years and has worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non*-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording substantial relief to the rate-payers, and to some ex-



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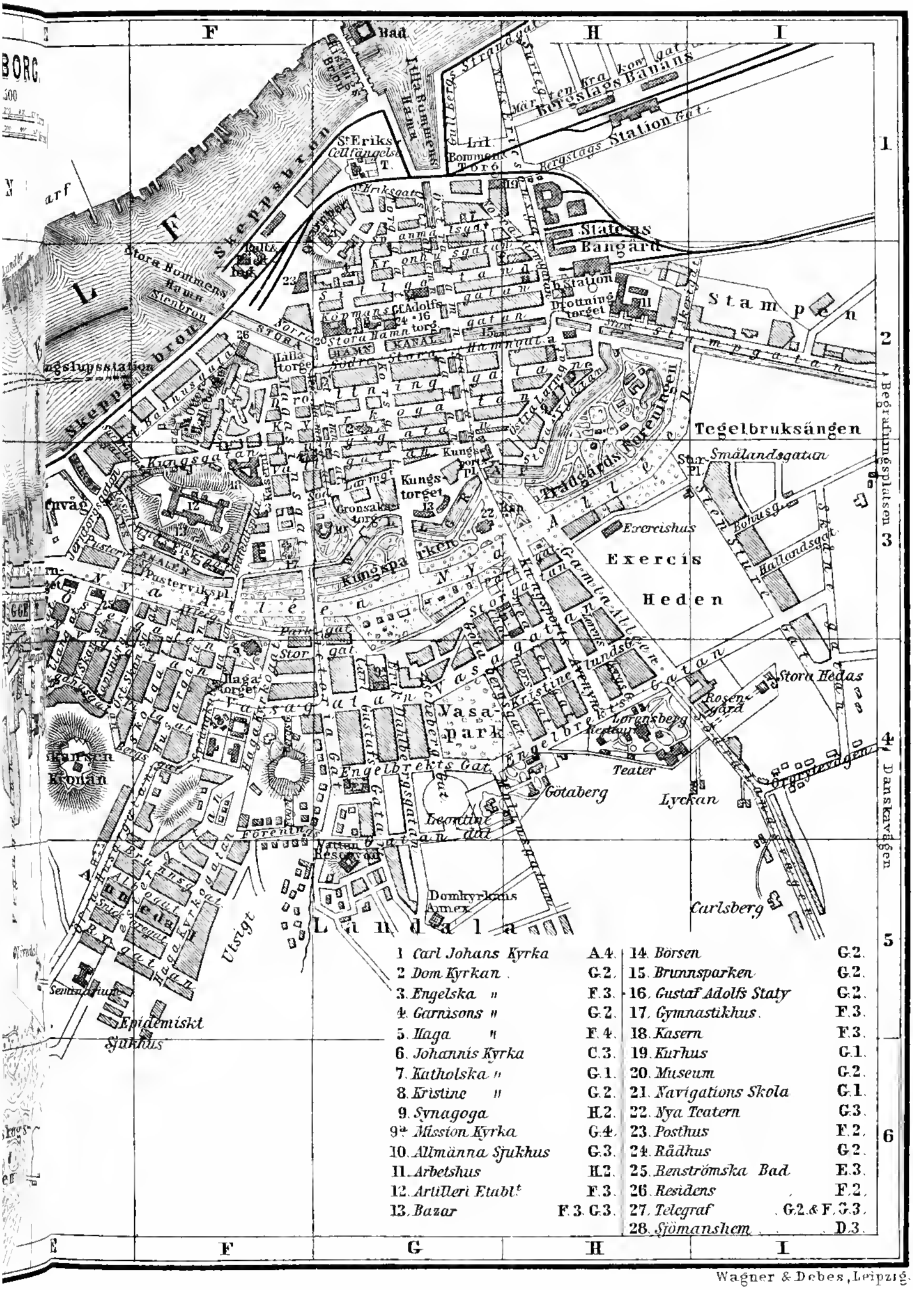


Wagner & Debes, Leipzig.

tent throwing the burden of maintaining the poor upon those who impoverish themselves by their own intemperance.

Cabs (*Droskor*). Drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive 1¼-3¾ kr. — One hour, 1-2 pers. 1½ kr., 3-4 pers. 2 kr.; each ½ hr. more, 60 or 75 ö. — Each trunk 10 ö.

Tramways from the BRUNNS-PARK (Pl. 15; G, 2), by the Gustaf-Adolfs-Torg, to *Stigbergsliden* (Pl. C, 3); to the entrance of the *Slottsskogs-Park* (Pl. E, 5); past the Theatre and the Trädgårdsförening to the *Lorensberg* (Pl. H, 4) and on to *Getebergsängen;* also through the Stamp-Gata to *Redbergslid*. Fare in each case 10 ö.

Steamboats to *Christiania* (see R. 15), *Fredrikshavn*, *Copenhagen*, *Hamburg*; to *London*, *Hull*, *Leith*, see p. xiii; also to *Wenersborg* and *Stockholm* (R. 41), etc., see *Sveriges Kommunikationer*. — **Steam-Launches** (*Ångslupar*) also ply from *Skeppsbron* (Pl. E, F, 2) to *Klippan* (every ½ hr.), *Bläsan* (Pl. C, 3; every ¼ hr.), *Nya Varfvet* (hourly), *Nya Elfsborg*, and the sea-baths *Långedrag*, *Styrsö* (*Bratten*), and *Stjernvik*.

Sea Baths at *Långedrag*, **Styrsö*, and *Stjernvik* (see above): 'Kallbad' 25 ö., 'Varmbad' 1 kr. — River Baths by the *Hisingbro* (Pl. G, 1). Warm Baths in the *Renströmska Badanstalt* (Pl. 25; E, 3).

Banks & Money Changers. *Riksbanken*, Södra Hamn-Gatan 27; *Göteborgs Enskilda Bank*, Lilla Torget 6; *Skandinavisk Bank*, Vestra Hamn-Gatan 6; *Bröderna Larson*, Norra Hamn-Gatan 38.

Booksellers. *N. J. Gumperts*, *W. Hartelius*, *N. P. Pehrsson*, *Wettergren and Kerber* (agents of the Svenska Turistförening), all in Södra-Hamn-Gatan. — **Photographs.** *Aron Jonason*, Södra Hamn-Gatan 43; *Dahllöf & Hedlund*, Victoria-Gatan 11. — **Swedish Costumes** and Knicknacks: *Ellen Ahlberg*.

Post Office (Pl. 23; F, 2), Skeppsbro. **Telegraph Office** (Pl. 27; G, 2), Norra Hamn-Gatan 12.

British Consul, *John Duff*, *Esq.* — **American Vice-Consul**, *Otto H. Boyesen*, *Esq.*

English Church (Pl. 3; F, 3), Hvitfeldtplats, near the Magasin-Gata.

Götenburg (57° 42′ 28″ N. lat.), Swed. *Göteborg* (pron. *Yöteborg*), a busy and prosperous commercial city, which has outstripped Stockholm in some respects, lies in an extensive plain on the left bank of the broad *Göta-Elf*, about 5 M. from its mouth, and has an excellent harbour, which is rarely blocked with ice. The town was founded in 1619, on the invitation of Gustavus Adolphus, by Dutch settlers (including the wealthy *Abraham Cabeliou*), who brought with them their national style of constructing streets and canals. Numerous Scotsmen and Germans were also among the first colonists. The first great impulse to its commerce was given by the great continental blockade (1806), during which it formed the chief depôt of the English trade with the north of Europe. The chief articles of export are iron-ore, iron and steel, etc., and timber, which goes principally to Great Britain, France, and Australia. Gotenburg now owns a large commercial fleet (144 steamers and 82 sailing-ships in 1891) and has world-wide business connections. The staple manufactures are iron, steel, machinery, cotton, beer, and sugar, and ship-building is largely carried on. With its suburbs of *Gullbergs Vass*, *Stampen*, and *Gamlestaden* to the E., *Haga*, *Albostaden*, and *Annedal* to the S. and S.W., and *Masthugget* and *Majorna* to the W., Gotenburg has now upwards of 110,000 inhabitants. In the centre of the town rise considerable hills of gneiss, which are gradually being built over.

The business-centre of the town, about equidistant (8 min.)

from the railway-stations and the steamboat-quay, is the GUSTAF-ADOLFS-TORG (Pl. G, 2), on the N. side of which rises the BÖRS (Pl. 14), or *Exchange*, erected in 1849, with twelve columns in front. Adjacent is the Guard House. To the W. of it is the RÅDHUS (Pl. 24), or *Town Hall*, designed by *Nic. Tessin*, and built in 1670, but much altered since. Behind it is the German *Christina-Kyrka* (Pl. 8). In the centre of the Torg is a *Statue of Gustavus Adolphus* (Pl. 16), the founder of Gotenburg, by *Fogelberg*. This was the second statue cast at Munich from the same model. The first was wrecked on its way from Hamburg to Gotenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant salvage that the Gotenburgers refused to pay it, and ordered the statue to be executed anew (1854). The original statue is now at Bremen.

By the Gustaf-Adolfs-Torg is the junction of the *Stora-Hamn-Kanal* and the *Östra-Hamn-Kanal*, the two chief canals in the town. The former is flanked with the handsome quays called the *Norra* and the *Stora Södra Hamn-Gata*. — In the S.E. angle formed by these canals lies the small *Brunns-Park* (Pl. 15; G, 2). On the E. side of this park is the *Fürstenberg Picture Gallery* (chiefly French paintings), to which visitors are usually admitted on presenting their cards.

At Norra Hamn-Gatan 12, in the building of the old East India Company, is **Göteborgs Museum** (Pl. 20; G, 2), a collection of pictures, natural history specimens, historical relics, objects of art, and industrial products (adm. on week-days 11-3, Sundays, 12-3; free on Wed. & Sun.; at other times 25 ö.).

The NATURAL HISTORY COLLECTION includes admirable specimens of the fauna of Scandinavia, notably a fine eland *(Elg)* and a whale. Also a collection of plaster-masks of distinguished men and notorious criminals. — The PICTURES *(Tafior)* are exhibited in the new building in the rear: *Tidemand*, Bear-hunters, Rustic visitors; *Gude*, Landscape; *Möller*, The Sognefjord; *D'Unker*, Waiting-room, Dressing-room; *Hellqvist*, Louis XI.; *Forsberg*, Rope-dancers; *Birger*, Artists' breakfast at Paris; *Cederström*, Salvation Army; *Liljefors*, Heath-cocks; *Kröjer*, Messalina; *Hagborg*, Churchyard at Tourville. The marble works include: Cupid and Psyche, by *Fogelberg* and *Molin*; Skittle-player, by *Börjeson;* and Odin, by *Fogelberg*.

A few paces to the W of the Museum is the harbour, with the *Stora Bommens Hamn* (Pl. F, 2), whence the sea-going and the coasting steamers usually start. Near this is the *Post Office* (Pl. 23), opposite the *Custom House*. On a hill to the right stands the *School of Navigation* (Pl. 21; G, 1). A little farther on are the *Prison* and the *Lilla Bommens Hamn* (Pl. G, 1), the landing-place of the Swedish canal-steamers.

To the S. of the Stora Hamn Canal, near the harbour, is the *Landshöfdings-Residens* (Pl. 26; F, 2), or residence of the governor of the district. We then follow the Stora Badhus-Gata and ascend to the left by a flight of stone steps to the top of the *Stora Otter-Hälleberg* (Pl. F, 2), a rock which commands the town and harbour: to the S., on another hill, is seen the *Artillery Station* (Pl. 12),

H I S I N G E N
GÖTEBORG
Lundby
Lindholmen
Bräckö
Sannegård
Hasthugget
Majorna
Göta Elf
St Rödjan
Färgen
Klippan
Ryanabb
Gamla Elfsborg
Elfsborg
NYA WARVET
Ekedal
Slottsskogsparken
Trädgården
Engegården
Margreteberg
Landala
Annebergh
Gibraltar
Lorensberg
Johannebg
Hasterik
Amhult
Kärr
Röd
Syrhåla
Häröd
Djurås
Rödja
Halfvårdsäng
Vikan
Amholtsholmen
Hästholmen
Flatholmen
Synneröd
Ardal
Mindal
Sandvik
Risholmen
Porsholmen
Krossholmen
Hjortholmarne
Aspholmarne
Långh
Wettskär
Knippleholmar
S. Måksär
Hake Fjord
Frederikshavn
Hundskär
Stockholmsskär
Svinholmen
Bockskär
Kråkskären
Wessingsö
Gefveskär
Saltholmen
Rifön
Slägerholmen
Dyrholmen
Engholmen
Jonsholmarne
Skifteskär
Eskholmen
Bräunö
Asperön
Galtö
Lyngskär
Rödskären
Beatebolmen
Stålholmen
Kåsö
Rätteskären
Köpstadsön
St Röf ön
Langholmen
Kärringsbg
Eckran
Hagen
Tranered
Långedrag
Hinsholmen
Grimered
Påfvelund
Uppegård
Fredagstomten
Torp
Fiskebäck
Lª Högen
Gretvegård
Ekebäck
Slamtomten
Rud
Tofta
Frölunda
Engnäs
Tynnered
Önneröd
Kannebäck
Hylte
Pilegård
Backa
Askim
Hult
Åsen
Kubbegård
Kuppegård
Lunnagård
Balltorp
Fässberg
Eklanda
Jernbrott
Trägård
Tåsthult
Flatåstorp
Flatås
Hogsbo
Bua
Westerberget
Maßstab 1:100.000.
Kilometer
Schwedische Meilen

beyond which is the entrenchment of Kronan; to the W. is the *Skeppsbro* (Pl. E, F, 2), a long quay from which the steam-launches start; at the S. end of the Skeppsbro is the *Rosenlunds Canal* (Pl. E, 3), beside which is the fish-market.

To the E. of the Hälleberg the Stora Södra Hamn-Gata leads to the *Wallgraf* ('moat'), beyond which, on the right, is the entrance to the pleasant ***Gardens of the Trädgårdsförening** ('Garden Society'; Pl. H, 2, 3), with their interesting hot-houses and exotic plants (restaurant; music in the evening; adm. 10 ö., hot-houses 25 ö. extra).

On the S.W. side of the Wallgraf extends the promenade of *Kungs Park*. — In front of the *Thealre* (Pl. 22; G, 3) is placed Molin's fine group of the **Bältespännare* (p. 307). To the S. runs the Nya Allee, with its handsome residences, including the villa of *Baron Oscar Dickson* (ennobled in 1885), well known for his endowment of Arctic exploration and his philanthropy. (Visitors admitted to the grounds, which contain a fine point of view.) — To the S. of the Nya Allee are Kungsports-Avenyn, Vasa-Gatan, and other handsome new streets. In the Vasa-Gatan is the *Vasa Park*, opened in 1893, on the S. side of which is the *Primary School for Girls (Elementarläroverket for Flickor)*, with ceiling-paintings representing the development of woman's life in Sweden. In the Victoria-Gata (Pl. G, 4) are attractive villas and the reservoir of the water-works. Farther on, to the left of the Nya Allee, rises the *Haga-Kyrka* (Pl. 5; F, 4), or church of the suburb of *Haga*, designed by *Edelsvärd*, and erected in 1856, mainly at the cost of Mr. David Carnegie, a wealthy Scottish brewer.

From this point the tramway runs to the S., through *Annedal*, a suburb inhabited by workmen, to the ***Slottsskogs-Park**, which deserves a visit ('Schweitzeri' or café), and the *Hjort-Park* or deer-park. A visit should be paid to the *Utsigtsplats* (Pl. D, 5), the N. point of the rocky hill on the W. side of the park (marked by a flag-staff). The extensive view affords a good idea of the rocky character of the district.

In the Vega-Gata, which runs to the N. from this point, is the Gothic *Oscar-Fredriks-Kyrka*, built by Zettervall in 1888-92. — On the W. side of the *Masthuggs-Torg* (Pl. D, 3) is the *Sjömanshem* (Pl. 28), erected in 1882 on the occasion of the silver wedding of the King and Queen of Sweden. Close by is the tramway-terminus, and near it the *St. Johannis Kyrka* (Pl. 6), a little beyond which is the restaurant of **Hinriksberg** (Pl. C, 3), on a hill, commanding an admirable view, particularly by evening light. Opposite lies the island of *Hisingen*, between two arms of the Göta-Elf, with *Lindholmens Mekaniska Verkstad*, where steamers are built. — To the W. of Masthugget, on rising ground, is the suburb of *Majorna*, with the *Karl Johans Kyrka* (Pl. 1), large shipbuilding yards, and the *Carnegie Co.'s Porter Brewery* and *Sugar Factory*.

Among the other churches of Gotenburg may be mentioned the **English Church** (Pl. 3; F. 3), in the Hvitefeldt-Plats, and the Rom. Cath. *St. Josephs-Kapelle* (Pl. 7; G, 1), in the Spanmåls-Gata.

In the S.E. environs are numerous villas of the merchants of Gotenburg, most of them on the **Danska Väg**, the prolongation of the Korsväg (comp. Pl. I, 4). Their grounds are in many cases open to the public. Among these may be mentioned the late Mr. J. Dickson's villa of *Öfverås*, with a view-hill.

The *Cemetery* ('Nya Begrafningsplatsen'; comp. Pl. I, 2, 3) contains a monument to Bengt Fogelberg by Molin, that of Sven Rentström by Scholander, etc. The Redbergslid tramway runs near it.

42. From Gotenburg to Wenersborg. Lake Wenern. Western Göta Canal.

88 Kil. (55 M.). RAILWAY ('Bergslagsbanan' to *Öxnered*, and 'Uddevalla-Herrljungabana' thence to *Wenersborg*) in 3-3½ hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur,Retur') at reduced rates.

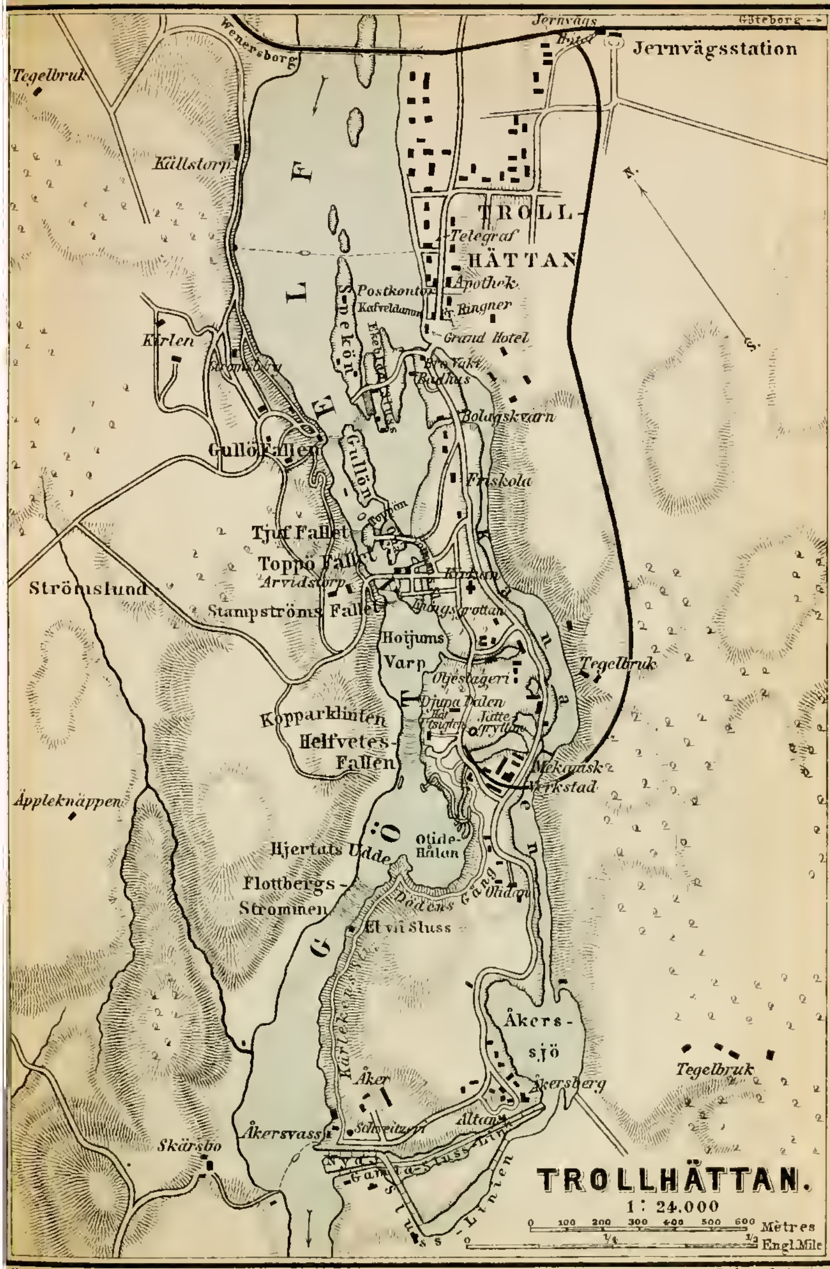
Or we may take the CANAL STEAMER from Gotenburg to *Trollhättan* (in 7-9 hrs.; fares 4½, 3¾, 3 kr.), a voyage which offers no attraction beyond the views of the Göta Elf itself and a glance at the rnin of Bohus. The best plan is to land at Åkersvass (p. 268), walk past the locks and Åkersberg to (30-40 min.) the Hôtel Utsigten, and go thence to the iron bridge and the Toppö Fall. — From Gotenburg to *Wenersborg* 9-11 hrs. (fares 6, 5, 4 kr.); to Stockholm, see p. 271.

The 'Bergslagsbana' ascends the broad valley of the *Göta-Elf*. To the right lies the suburb of *Stampen;* then *Lejonet*, an old redoubt; to the left *Gullbergs Vass*. At the station of *Olskroken* the Stockholm line diverges to the right (R. 42). To the left appears the river. On each side of the valley are low granite hills overgrown with brushwood. Several small stations. At *Surte* we observe, to the left, the large ruined castle of *Bohus*, which gives its name to this district *(Bohus-Län)*. 25 Kil. *Nol*. The train quits the valley and ascends to the right. Scrubby woods, characteristic of W. Sweden. 56 Kil. *Upphärad*. The view becomes more open, and a few cultivated fields are passed. Stat. *Welanda*, prettily situated; then, on the right, the Halleberg and Hunneberg (p. 269).

72 Kil. **Trollhättan.** — JERNVÄGS HOTEL, at the station, R. 2¾ kr., very fair; *GRAND HÔTEL (formerly *Hôt. Trollhättan*), near the falls, ¾ M. from the station, R. from 1½ kr.; HÔTEL UTSIGTEN, 1½ M. from the station, with fine view of the falls (p. 268), R., L., & A. from 1½, B. 1, D. (2-4 p.m.) of three dishes 1½-1¾, of five dishes 2½-3, S. ½, omnibus ½ kr. (good photographs sold by the landlord). — As the hotels are often full in summer, rooms may be ordered by post-card.

A visit to the WATERFALLS and the Canal takes at least 2½-3 hrs. (time between two trains suffices); but as the morning lights are the most favourable, it is better to spend a night here. As the view gradually increases in beauty when the falls are approached from below, some visitors prefer to skirt the canal as far as (1 hr.) Åkersvass, and to ascend thence by the Kärlekensstig beside the café; an alternative route for which our map affords ample guidance (guide unnecessary). — The vendors of photographs and knicknacks are rather troublesome.

Trollhättan, a town with 6000 inhab., consists almost entirely of



Geograph. Anstalt von Wagner & Debes, Leipzig.

manufactories, which use the motive power afforded by the falls (estimated at 225,000 horse-power), and of workmen's houses. The **Falls of Trollhättan*, six in number, besides several cataracts and rapids distributed over a distance of 1600 yds., are in all 108 ft. in height. Neither the falls nor their environs can be called picturesque, and their effect is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle very imposing. The interest of this spot is greatly enhanced by the skilfully constructed locks and sluices on the left side of the river, which afford a waterway between Gotenburg and Lake Wenern (comp. p. 271).

We follow the broad road from the station, and (¼ hr.) cross the N. entrance to the canal by the bridge to the right beyond the Grand Hôtel; then, by the Bro-Wakt, follow the broad path to the right, past a saw-mill, and across two small islands, to the *Spekö*. From this point we have a view of the *Gullö Falls*, 23 ft. in height, divided by the wooded island of *Gullö*. — We then return to the Bro-Wakt and follow it towards the S., and beyond the next bridge descend to the right to a *Saw-mill*, with a large stock of timber. We pass to the right through the yard of this mill, which lies on the island of *Öna* (see direction 'till Wattenfallen'), and cross a small swaying bridge to the island of *Toppö* (25 ö.; two persons only may cross at a time). A platform and two galleries passed on the left before we reach the bridge, and the island of Toppö itself afford the best views of the ***Toppö Fall*, 42 ft. high, the grandest of the series. The island of Toppö separates the Toppö Fall from the *Tjuf Fall* ('thief fall') on the W. side. The lower gallery projects over the principal fall, and affords an admirable view of its seething and foaming waters, while several other falls descend at our feet from the mill. — A private bridge (25 ö.) crosses from the island of Öna to the *Gullö* (scarcely worth visiting), whence another bridge crosses to the right bank, on the N. slope of which lies the *Villa Strömsberg*.

We return to the left bank and walk to the Gothic brick church on a hill. We then turn to the right to an *Iron Bridge* across the river, constructed in 1889, which affords the finest general *View of the Toppö Fall. The stone arch which connects the iron bridge with the left bank crosses *Polhem's Lock*, planned by the engineer Polhem at the beginning of last century, but left unfinished in 1755. Following a path from this point for a few paces, we reach the *Kungsgrotta*, one half of a 'giants' cauldron', bearing the names of many visitors. 'Jättegrytar', or 'giants' cauldrons, which are of frequent occurrence in Norway and Sweden, have probably been formed by the erosive action of stones whirled round by eddies in the beds of former rivers, like the similar phenomena in the 'Glacier-Garden' at Lucerne. The rocky hill by the grotto commands a fine view of the river, which here forms a third fall, the *Stampeströms-Fall*, 8 ft. high, below which the river expands into

the calm *Hoijumsvarp*. The opposite bank is steep and rocky; at its foot is an apparatus for catching salmon.

Skirting the left bank, and passing below the church, a new road leads through pine-wood to (8-10 min., close to the road, on the left) another 'giant's cauldron'.

About 50 paces farther on a finger-post points the way to the right to **Hôtel Utsigten* (p. 266), a conspicuous object in the view from the iron bridge. The veranda and the tower of the hotel command extensive views. We are here immediately above the *Helvetes Falls* ('hell falls'), in all 25 ft. in height, and of the *Kopparklint* opposite.

We now descend by a path through wood, passing the *Mekanisk Verkstad* on the left, and skirt the river, which here expands into the basin called *Olide-Hålan*. The path ('Kärlekens Stig') then leads past the *Flottbergsström* and the *Elfvi Sluss*, another unfinished lock by Polhem, to (1/2 hr.) the lower entrance to the locks, at *Åkersvass*, where steamboat-passengers from Gotenburg usually land. (Carriages in waiting. 'Schweitzeri' or café here.)

The eleven new **Locks of Åkersvass*, constructed by *Nils Ericsson* (d. 1870; p. 82) in 1836-44, ascend in three sections, between which are two basins where vessels pass each other. Adjacent are the *Old Locks*, opened in 1800, now used for small vessels only. The traveller had better walk up the left bank of the new locks. Another path skirts the old locks. From the former path we cross one of the locks to the N. bank of the canal and ascend to a *Balcony* (view) and the hamlet of *Åkersberg*, where the offices of the Canal Administration are situated. — Thence to the railway station about 2 1/2 M.

The chief obstacle to the construction of the Göta Canal was presented by the formidable waterfalls of Trollhättan; and the first attempt to overcome it was made at the beginning of the 18th cent. by the engineers *Svedenborg* and *Polhem*, who planned three locks for the purpose; but the enterprise was abandoned in 1755. In 1800 eight locks were constructed, but, as these soon proved inadequate, eleven larger locks were formed by *Ericsson* in 1836-44. Besides these locks at *Åkersvass*, there are two at *Lilla Edet* and one at *Åkersström*, below Trollhättan; and two more above it, at *Brinkebergs Kulle* near Venersborg, where the waterfall of *Rånnum*, 68 ft. high, has to be avoided. These huge locks form a kind of staircase by means of which vessels (6000-7000 annually) ascend and descend with ease between the North Sea and Lake Wenern, 145 ft. above it.

Beyond Trollhättan the train crosses the Göta-Elf and reaches — 82 Kil. **Öxnered** (*Jernvägs-Hotel*, by the station), the junction of the Bergslagsbana, which goes on to Mellerud (for Fredrikshald and Christiania), Kil, and Falun (see p. 332), with the Uddevalla and Wenersborg line. Passengers for the latter change carriages here.

From Öxnered to Uddevalla (p. 85), 23 Kil., in 1 1/4 hour. — From Uddevalla we may take the steamer through the 'Skärgård', either to the S. to Gotenburg, or to the N. to Strömstad and Fredrikshald (p. 81); but the 'Kommunikationer' should be carefully studied on account of the numerous changes necessary.

If the train from Öxnered to Wenersborg (4 Kil.) does not suit, we may take a carriage. Rail and road both cross the *Wassbotten*, a small bay of *Lake Wenern*.

86 Kil. **Wenersborg** (**Stadshus*, with restaurant; *Hôtel W Sex*; *Kasan*, a popular garden), a town with 5500 inhab., at the S. end of *Lake Wenern*, lies on the N. end of an island bounded on the W. by the Wassbotten, on the S. by the *Karlsgraf*, and on the E. by the *Göta-Elf* (see below). Warned by frequent fires, the town now consists of unusually wide streets.

On the left bank of the Göta-Elf, to the S.E. of Wenersborg, rise the steep and wooded *Halleberg* (485 ft.) and the *Hunneberg* (490 ft.), both with lakes and moors on their plateaux and pretty views from their slopes. The Halleberg is best ascended by the road from Lilleskog (see below). On the Hunneberg are numerous elks.

From Wenersborg to Herrljunga, 65 Kil., railway in 3 hrs. (fares 3 kr., 1 kr. 50 ö.). The train crosses a cataract of the Göta-Elf, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) *Lilleskog*, prettily situated. To the left lies the *Dettern*, a bay of Lake Wenern. From (37 Kil.) *Håkantorp* a branch-line diverges to (28 Kil.) *Lidköping* (1½ hr.; see p. 270). 65 Kil. *Herrljunga*, see below.

From Wenersborg by Steamboat on Lake Wenern and the W. Göta Canal to Karlsborg on Lake Wettern.

Steamboat in the direction of Stockholm 5 times weekly (once by Lidköping, Kinnekulle, and Mariestad): to *Motala* (p. 276) in 20-24 hrs. (fares 16 kr. 50, 13 kr. 75 ö., with separate cabin; 11 kr., with berth in the saloon; to *Stockholm* in 45-51 hrs.; fares 25, 21, 16 kr.). The W. Göta Canal (*i.e.* W. of Lake Wettern) is very inferior in scenery to the E. Göta Canal. Most travellers will visit the latter only, as the voyage all the way from Gotenburg to Stockholm (52-70 hrs.; 30, 25, 20 kr.) is apt to be tedious.

Other Steamers on Lake Wenern: the Dalsland boat, see p. 82; also from Wenersborg to *Lidköping*, *Kinnekulle*, and *Mariestad* twice weekly, going on once to *Karlstad* (p. 283) and once to *Christinehamn* (p. 283). — From Lidköping to *Kinnekulle*, *Mariestad*, *Christinehamn*, and *Karlstad* five times a week. Between *Kinnekulle* and *Sunnanå* (p. 84) three times weekly (in 4 hrs.).

Lake Wenern (Swed. *Wenern*, or 'the Wener'), an immense sheet of water (100 Engl. M. long; 50 M. wide between Åmål and Mariestad; about 2290 sq. M. in area; 145 ft. above the sea-level), where storms sometimes impede navigation, forms an inland sea into which fall most of the rivers of Wester-Götland, Dalsland, and Wermland, including the *Klar-Elf*, from Wermland, one of the largest rivers in Scandinavia. These rivers, which expand at places into long lakes, traverse vast tracts of forest, affording excellent routes for the transport of timber to the lake. The *Göta-Elf* is the only efflux of the lake. The Göta-Canal connects Lake Wenern with Lake Wettern.

The S. part of Lake Wenern, which the canal-steamers traverse, is not very attractive. Looking back, we obtain a pleasing view of the Halleberg and the Hunneberg (see above). The quick boats run in 7 hrs. to Sjötorp, where the Göta-Canal begins (p. 271). About

halfway, on the *Kollandsö*, an island surrounded by rocky islets, rises the well-preserved mediæval château of *Leckö*, with several towers, now government property.

By Leckö, to the S., opens the bay of *Kinne Viken*, which the canal-boats enter twice weekly (besides several others). The first station, 6 hours' steam from Wenersborg, is —

Lidköping (**Hôtel Lidköping*; **Svea*), the oldest town on Lake Wenern, with 5000 inhab., situated at the mouth of the *Lidå*. The town has been burned down several times, and, with its church, has been entirely rebuilt since 1849.

Besides the canal-boats and other steamers above mentioned (p. 269), which connect Lidköping with the Kinnekulle five times weekly, the 'Kinnekulle', a local steamboat, plies between these two points four times a week. — Railway by *Håkantorp* to Wenersborg, see p. 269; by *Skara* to *Mariestad* or to *Stenstorp*, see p. 272.

On the E. side of the Kinne Vik rises the ***Kinnekulle** (pron. 'chin'), a long isolated range, extending 9 M. from N. to S., and 4 M. from E. to W., one of the most interesting hill-regions in Sweden, both geologically and in point of scenery. It rises in several steps or terraces corresponding to geological periods; granite, the lowest of these, is followed by sandstone, alum-slate, limestone, clay-slate, and lastly by trap, which has been upheaved in a liquid state through these other formations. With its valleys and woods, its abrupt cliffs ('klefvor'), its rich vegetation, and its numerous farms and pastures, the Kinnekulle forms quite a little world of its own.

One hour after leaving Lidköping the canal-boat reaches the station of *Kinnekulle-Hellekis*. (The other steamers ply in the same time to the station of *Kinnekulle-Råbäck*.) The Hellekis station is $^1/_2$ M. from the old manor of *Hellekis*, with its beautiful park, now the property of a company. (The mansion contains the offices, a post-office, and a geological collection.) The Råbäck station ($^3/_4$ M. S. of Hellekis) is $1^1/_4$ M. from Baron Klingspor's estate of *Råbäck*, with its charming park, to which visitors are kindly admitted. — Near Hellekis, Råbäck, and *Hönsäter*, formerly a baronial manor, a little to the N. (near the railway-station of Gössäter, see below), are several large quarries.

From Hellekis a road leads in $^1/_2$ hr. (from Råbäck in 20 min.) to the **Hôtel Kinnekulle*, which consists of several separate buildings and affords a fine view (R. from $1^1/_2$ kr.). Pleasant walk of $^1/_4$ hr. to the *Mörkeklef* (which is also $^1/_4$ hr. from Råbäck). The ascent of the *Högkulle* (919 ft. above the sea, 774 ft. above the lake), the highest point of the Kinnekulle, takes 1-$1^1/_4$ hr. (extensive view; belvedere, 90 ft. high, on the top).

The Hôtel Kinnekulle is $1^1/_2$ M. from rail. stat. *Gössäter* (p. 272). Carriage, if required, must be ordered at the hotel beforehand.

In 2 hrs. more the canal-steamer reaches **Mariestad** (*Stadshotel*), a town of 3200 inhab., founded by Charles IX. at the mouth of the *Tida* about the year 1600, and so named in honour of his queen, a

princess of the Palatinate. (Terminus of branch-lines from Moholm and Skara, p. 272.)

Passing the island *Thorsö*, we steam in 2 hrs. more to *Sjötorp*, where the western branch of the **Göta Canal** begins.

The natural depression which intersects S. Sweden from the Skager-Rack to the Baltic, and which includes the great Wener, Wetter, and Mälar Lakes, gave rise at an early period to the idea of connecting the two seas by means of a canal. The question was first mooted by Bishop Brask of Linköping (1516) and afterwards by Gustaf Vasa and Charles IX. The work was at length begun by *Svedenborg* and *Polhem* under Charles XII. (1716), and carried on by *Winham* (1753). These engineers attempted to construct locks to enable vessels to pass the Trollhätta Falls (comp. p. 267), but a great bulwark they had built to protect their works was destroyed by floating timber in 1755. Nothing more was done till 1793, when a company was formed for the construction of the 'old locks' of Trollhätta (p. 268). The E. prolongation of the canal is chiefly due to *Daniel Thunberg* and *Baron v. Platen*. The latter (d. 1829) set on foot the Göta Canal Company (1810) and lived to see the completion of the greater part of the work. The whole route from Gotenburg to Mem on the Baltic (240 M.; canal 56 M. only, 10 ft. deep) was opened in 1832. There are 58 locks in all, four being used for the regulation of the water in the canal. About 3000 vessels pass through the canal annually.

From Lake Wenern to Lake Wiken the canal mounts 155 ft. more by means of twenty locks (9 near Sjötorp, 2 on the way to *Norrqvarn*, 9 at *Hajstorp*). To *Töreboda*, where the canal is crossed by the Gotenburg and Stockholm Railway, the steamer plies in 5 hours. Nearing *Vassbacken*, the next station, we observe the estate of *Fimmersta* on the right. Beyond Vassbacken, on the right, a memorial stone marks the highest point of the Göta Canal (300 ft.) above the sea-level. We then steam at the same level to *Lake Wiken*, which we enter through a lock. In the distance, at the S. end of the lake, lies the manor of *Ryholm*. At the *Forsvik* station a lock leads into the *Bottensjö*, on the S.W. side of which rises the *Waberg*, recently fortified. *Rödesund* (an hour's steam from Forsvik), beautifully situated on a peninsula between the Bottensjö and Lake Wettern, is the station for **Karlsborg** *(Nicander's Hotel)*, a fortress founded in 1820, and the terminus of the branch-line to Sköfde (p. 272). The passage across the latter lake to Wadstena or to Motala takes 2 hrs. more (see p. 276).

43. From Gotenburg to Katrineholm *(and Stockholm)*.

458 Kil. Express at night in 12 hrs., by day in 14½ hrs. (fares 38 kr. 95, 27 kr. 50, 18 kr. 35 ö.). Sleeping-berth, 1st cl. 5 kr., 2nd cl. 3 kr. extra. The slow trains (fares 24 kr. 5, 16 kr. 5 ö.) take two days. — Those who wish to see *Lake Wettern* take the train from *Falköping* to *Jönköping*, and the steamboat thence to *Motala* (p. 276).

Gotenburg, see p. 262. To *Olskroken*, at which few trains stop, see p. 266. The line turns to the right into the valley of the *Säfveå* and crosses it several times. 9 Kil. *Partilled*; 15 Kil. *Jonsered*, on the *Aspen-Sjö*, with cotton-factories. 20 Kil. *Lerum*. 27 Kil. *Floda*, at the W. end of the *Flodasjö*. In the neighbourhood is a well-known School of Handicrafts, founded by Abrahamson (director,

Dr. Salomon). Farther on, an embankment 914 yds. long; then a cutting 1007 yds. long, through the *Krösekulle*. 35 Kil. *Norsesund.*

46 Kil. **Alingsås** *(Stads-Hotel)*, with 2800 inhab. and several large factories, prettily situated near the influx of the Säfveå into *Lake Mjörn*, was founded in 1611 by inhabitants of *Lödöse*, a town which had been destroyed by the Danes.

The train crosses the river several times. 60 Kil. *Lagmansholm.* Then dreary moors (*Sväitor*, *i.e.* 'famine-lands'). 67 Kil. *Wårgårda.*

80 Kil. **Herrljunga**, junction of branch-lines to the N.W. to Wenersborg and Uddevalla (see above), and to the S. to Borås.

From Herrljunga to Borås, 42 Kil., railway in 2 hrs. (fares 2 kr. 95, 1 kr. 70 ö.). Stations unimportant. — **Borås** *(Hôt. Westergötland; Hôt. du Nord)*, with 9000 inhab. and cotton-mills. — *From Borås to Warberg*, see p. 261.

87 Kil. *Foglavik;* 101 Kil. *Sörby.* At *Markakyrka* the line reaches its highest point (740 ft. above the sea-level).

114 Kil. **Falköping** (*Rantens-Hotel*, at the station) is the junction for Jönköping and Nässjö (R. 43). Halt of 10-15 minutes. The town, with 2800 inhab., lies $^3/_4$ M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389 (p. liv). Near the town rises the *Mösseberg* ('cap hill'; 820 ft.), with a hydropathic and sanatorium on its slope. The *Älleberg* resembles the Kinuekulle (p. 270) in formation.

129 Kil. *Stenstorp*, junction of two branch-lines.

From Stenstorp to Hjo, 39 Kil., railway in 2-3 hrs. (fares 2 kr. 75, 1 kr. 60 ö.). Stations unimportant. From *Svensbro* a branch-line diverges to Ekedalen and Tidaholm. — **Hjo** *(Stads-Hotel; Royal)*, a town with 1400 inhab., lies on Lake Wettern, in a district known as *Guldkroken* ('golden corner'). On the lake is a sea-bathing place (Restaurant Bellevue). Near Hjo are several large estates and a hydropathic establishment. Steamboats ply to the other towns on the lake. Opposite lies Hästholmen, with the Omberg (p. 275; steamboat daily in 1 hr., fare 1 kr. 40 ö.).

From Stenstorp to Lidköping, 46 Kil., railway in 2½-3 hrs. (3 kr. 50 ö., 2 kr.). The train crosses the *Brunhemsberg*, between the *Hornborgasjö* (395 ft.) and the *Billing*, and traverses the *Axevalla Heath*, the largest military exercising-ground in Sweden. 10 Kil. *Broddetorp.* 20 Kil. *Axvall;* about 6 Kil. to the E., near the 'skjuts-station' *Klostret*, at the base of the Billing, stands the *Warnhemskyrka*, a Gothic church containing tombs of early Swedish kings.

28 Kil. **Skara** *(Stads-Hotel*, near the station), with 3800 inhab., was once a famous episcopal town with six churches, mentioned by Adam of Bremen. The Gothic **Cathedral*, consecrated by Bishop Ödgrim in 1151, now undergoing repair, contains the marble sarcophagus of *Erik Soop*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. — From Skara a branch-line goes to *Gössäter* (27 Kil.; station for the Kinnekulle, p. 270) and *Mariestad* (54 Kil.; p. 270).

50 Kil. *Lidköping*, see p. 270.

139 Kil. *Skultorp.* Skilfully engineered line. Fine view to the E.

145 Kil. **Sköfde** *(*Hôtel Billingen; Hôtel Sköfde)*, an old town with 4400 inhab., prettily situated at the foot of the *Billing*, junction of a branch-line to *Karlsborg* (44 Kil.; in 1½-2 hrs.; p. 271).

160 Kil. *Wäring;* 167 Kil. *Tidan.* To the left a view of *Lake Östen* and the fertile plain of *Wadsbo.* 171 Kil. *Moholm*, junction of a branch-line to *Mariestad* (18 Kil.; in 1 hr.; p. 270).

At (184 Kil.) *Töreboda* the train crosses the *Göta Canal* (p. 271). It then traverses *Tiveden*, a dreary wooded region, famed in the early military annals of Sweden.

198 Kil. *Elgarås;* 215 Kil. *Finnerödja.* To the left a view of the *Skagern-Sjö* (227 ft.). Then the lake and village of *Bodarne* on the right.

229 Kil. **Laxå.** The railway to *Charlottenberg* and *Christiania* diverges here to the left (see R. 47). — A little to the N. is *Porla Helsobrunn* (p. 283), a small watering-place, on the latter line.

244 Kil. *Wretstorp;* to the N. rises the *Kilsberg.*

259 Kil. **Hallsberg** *(Jernvägs-Hotel; *Rail. Restaurant),* an important station, is the junction for *Örebro* to the N. (p. 328) and *Motala* (p. 276) to the S.; halt of 10-20 minutes.

Farther on we obtain a fine view of the plain of *Nerike.* — 272 Kil. *Pålsboda,* junction of a narrow-gauge line to Norsholm (p. 279). — 284 Kil. *Kilsmo,* on the N. bank of *Lake Sottern.* 294 Kil. *Högsjö.* 303 Kil. *Wingåker* is the centre of the district of that name. Beyond it, on the left, lies the estate of *Säfstaholm.*

We pass the lakes of *Wiren, Kolsnar* (*nar,* 'lake'), and *Näsnar,* and the château of *Sjöholm.* 316 Kil. *Baggetorp.*

324 Kil. **Katrineholm** (*Jernvägs-Hotel,* with restaurant) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 46, 38). Long halt.

From Katrineholm to (458 Kil.) *Stockholm,* see p. 281.

44. From Nässjö to Jönköping and Falköping.

112 Kil. Södra Stambana. Express in 2¾-4 hrs. (fares 6 kr. 75, 4 kr. 50 ö.), ordinary train in 6½ hrs. (fares 5 kr. 90, 3 kr. 95 ö.). Views to the right.

Nässjö, see p. 256. Scenery tame at first. 16 Kil. *Forserum;* 27 Kil. *Tenhult.* The train now begins to descend to the basin of Lake Wettern, about 670 ft. below, and affords a series of beautiful views. To the right we observe Husqvarna with its waterfall (p. 274), and in the distance the Wisingsö in Lake Wettern. A little beyond Husqvarna, where we are still 200 ft. above the lake, the train turns, descends to the left, and then skirts the lake.

43 Kil. **Jönköping.** — **Railway Stations.** The Chief Station lies close to the harbour, to the W. of the town; the new station, to the E. of the town, is for the new line to Husqvarna and Lyckås.

Hotels. *Stora Hotel, opposite the station; Lundberg's, in the town. — *Post Office* in the Rådhus-Torg.

Jönköping, a busy manufacturing town with 20,100 inhab., is the seat of the governor and of an appeal-court ('Göta-Hofrätt'). It is charmingly situated between *Lake Wettern* and the *Munksjö,* which are connected by a canal. The streets are wide and regular. The beauty of the situation is enhanced by the mountains to the S.

Pretty promenades extend S. from the railway-station to the Munksjö. In the centre of the S. part of these grounds, in front of the new *Elementarläroverkshus,* rises a handsome *Fountain.* In the

market-place stands a brick church in the Gothic style, completed in 1888. To the S. we observe the *Custom House* and the *Prison*. The Kyrko-Gata, at the back of the Elementarläroverkshus, leads S. to the pleasant gardens of *Stora Limugnen*. Farther to the S. is the *Munksjö Papperbruk*, which exports roofing-pasteboard and paper.

To the W. of the railway-station lies the famous *Match Manufactory* (no admission), which yields the 'tändstickor utan svafvel och fosfor'. The Westra Stor-Gata passes the S. side of the match-factory and leads to the **Dunkehallar*, a hill commanding a beautiful view and studded with villas. — To the S.W. lies the **Reservoir* of the water-works, with a large fountain (view; carriage 2-3½ kr.). Pleasant walk to the E. to *Östra Kapellet*.

Excursions. The **Taberg** (1125 ft.), with famous iron-mines, 18 Kil. to the S., commands a survey of the forests of Småland. The railway (p. 261) from Jönköping to Vaggeryd passes this spot.

To the E., beyond the Massage Institute of *Sanna*, visited in summer even by British and German patients, lies (8 Kil.) **Husqvarna** (carr. there and back, with stay of 2 hrs., 5 kr.), with its factories and the falls of the Husqvarnaå, the finest of which is near the inn. Grand view of Lake Wettern. About 1¼ M. from Husqvarna, beyond the mouth of the Husqvarnaå in Lake Wettern, is *Rosendala*, to which a small steamer plies 4-6 times daily from Jönköping. — A railway is being built from Jönköping to Husqvarna and Lyckås.

Steamboat to the *Wisingsö* and *Grenna* (p. 275), daily; fare 1 kr. 25 ö.

Leaving Jönköping, the train skirts the lake and ascends for a long distance. 54 Kil. *Bankeryd*. Near (62 Kil.) *Habo* we see the *Dommeberg* on the left. We also get a view of the Wisingsö (p. 275). Scenery uninteresting till we reach (75 Kil.) *Mullsjö*. We cross *Lake Stråken* by an embankment 424 yds. long. 86 Kil. *Sandhem*. 101 Kil. *Wartofta*, junction for *Ulricehamn* on *Lake Åsunden* (37½ Kil., in 2 hrs.).

111 Kil. *Falköping Town;* 112 Kil. *Falköping Station*, junction of the Södra and the Westra Stambana (R. 43).

45. From Jönköping to Stockholm by Lake Wettern and the Eastern Göta Canal.

Steamboat from Jönköping to *Stockholm*, viâ *Wadstena*, *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, thrice weekly, in 36 hrs. (fares 16 or 11 kr.); to Norsholm 15 hrs. (9 or 7 kr.). As the Stockholm steamer crosses Lake Wettern at night, it is advisable, time permitting, to take a Lake Wettern steamboat (starting twice weekly) to *Wadstena* or *Motala*, and then go on by the *Jönköping-Stockholm* or the *Gotenburg-Stockholm* steamer (five times a week; p. 266). Travellers who intend to proceed by rail (p. 280) from Berg or Norsholm should note that the canal-boats are often late.

Lake Wettern (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. long and 12 M. broad. The water is exquisitely clear, bright objects being sometimes seen at a depth of 100 ft. The lake is very liable to sudden storms, which sometimes endanger the navigation. Being flanked by the tableland of Småland, 600-700 ft. above it, and by the isolated Omberg

and Waberg, rising opposite to each other (about 600 ft.), the lake is far more picturesque than Lake Wenern, while the Wisingsö, an island in the middle of the lake, and the pretty towns and villages on its banks further enhance the scenery. The only effluent is the Motala which follows the line of the E. Göta Canal. At the N. end the banks are flat. The lake is connected by the W. Göta Canal with Lake Wenern (p. 271).

About 2 hrs. after leaving Jönköping the steamer reaches the beautifully situated town of —

Grenna *(Hôtel Brahe)*, with 1300 inhab., founded by Count Per Brahe in 1652. The ruined castle of *Brahehus*, to the N., affords a fine view. — From Grenna a visit may be paid by steamer or small boat to the **Wisingsö**, an island about 8 M. long and 2 M. broad, once the property of the powerful Counts of Brahe, and now a royal domain *(kungsladugård)*. The island contains an extensive *Oak Plantation*, the timber of which is used in the government-dockyards, the ruin of *Wisingsborg* (built in 1650; burned down in 1718), and a church built by Count Per Brahe in 1636. In the N. part of the island is the ancient *Kumlaby-Kyrka;* and in the centre are numerous 'giants' graves'. At the S. end of the island, partly under water, are relics of the once royal castle of *Näsbo*.

Beyond Grenna the steamer usually steers N. to (2 hrs.) —

Hästholmen *(*Gästgifvaregård*, well spoken of), a harbour to the S. of the Omberg, which is best visited from this point. (We may afterwards go on by rail from Alvastra, p. 276.) The excursion (3-4 hrs.) is one of the finest in Sweden. We take a small boat, with a rower who acts as guide (2-3 kr.), to the *Rödgafvels Grotto*, 66 ft. long and 25-30 ft. high, being the largest of a number of caverns in the deeply furrowed cliffs of the Omberg, which recall the coast of Capri. — From the grotto to the Hjessan (see below), ½ hr.

The **Omberg,** the most interesting hill in S. Sweden next to the Kinnekulle (p. 263), begins a little to the N. of Hästholmen, extends for about 6 M. along the bank of the lake towards Wadstena, and is about 2 M. in breadth. The side next the lake is for the most part abrupt, while the E. slopes are wooded and furrowed with valleys. The hill consists chiefly of gneiss and mica-slate, but transition-limestone, clay-slate, and sandstone also occur. The highest point is *Hjessan* ('the crown'; 575 ft. above the lake, 845 ft. above the sea). The Omberg forms the N. limit in inland Sweden where the red beech *(fagus sylvatica)* thrives, but in Bohus-Län, on the Kattegat, it occurs as far north as 58° 30′ N. latitude. The beautiful forest is crown-property ('kronopark'). — We return viâ *Alvastra (rail. stat., see p. 276; new *Inn), where we should notice the picturesque ruin of a Cistercian monastery founded in the 12th cent. by King Sverker, containing the burial-vaults of Kings Sverker I., Charles VII., Sverker II., and John I. The church, dedicated to the Virgin, forms a Latin cross. The nave,

aisles, and choir are still traceable. The W. wall, like that of the choir, contained a large window with rosettes and divided by mullions.

Hästholmen is a station on the BRANCH-LINE FROM ÖDESHÖG TO FOGELSTA (p. 278), the first part of which is unimportant for tourists. The next station towards Fogelsta is (1¼ M.) *Alvastra* (p. 275), whence we may ascend to *Hjessan*, the summit of the Omberg, and then descend viâ *Hoje* to the next station (3 M. from Hästholmen) *Omberg*. — Then follow (5 M.) *Väfversunda*, *Borghamn*, and other small stations. 16 M. *Wadstena*, see below. 22½ M. *Fogelsta*.

From Hästholmen the steamer crosses the lake to (1½ hr.) *Hjo* (p. 272), on the W. bank, and then returns to the E. bank. At *Rödgafvels Port* the lake attains its greatest depth (410 ft.). We pass the curious rocks known as *Munken* or *Gråkarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on are seen the *Westra Wäggar* and *Mullskräerna;* then *Borghamn*, with large quarries. The steamer rounds a promontory and reaches (3 hrs. from Hjo) —

Wádstēna (*Hôtel Bellevue*, near the harbonr), a station of the railway mentioned above. The town, of which lace has long been the staple product, with 2200 inhab., owes its origin to a monastery of *St. Birgitta*, consecrated in 1383, suppressed in 1595, and now a lunatic asylum. The *MONASTERY CHURCH (the 'klockäre' lives near), erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus*, son of Gustavus Vasa, and others of interest. The floor is paved with tombstones. The sacristy contains the remains of St. Bridget and her daughter St. Katarina in a reliquary. A peculiarity of the church is that the choir is at the W. end.

A fine example of a Swedish castle of the 16th cent. is *SLOTT WADSTENA (usually known as *Wettersborg*), close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior is now a storehouse. Finely vaulted chapel. Extensive view from the tower. — In 1 hr. more the steamer touches at —

Mótāla (*Stadshus; Hôtel Bergström; Hôtel Nilson;* baths by the harbour), a town with 2700 inhab. (a station on the Mjölby and Hallsberg Railway, p. 278), on the *Wårvik*, at the efflux of the *Motala* from Lake Wettern. The E. Göta Canal *(Östgöta Linie)* begins here, its level being regulated by a lock.

To the N. (16 Kil.) are the chalybeate springs of *Medevi*, to which a steamboat plies (going on to Askersund, p. 278).

From Motala to Stockholm by the E. Göta Canal.

STEAMER eight times weekly in 23-27 hrs. (fares 12½, 10 kr.). The 'E. Göta Line' is the finest part of the canal, especially the part between *Berg* and *Norsholm*. From Norsholm we may go on by train; but as it is troublesome to change conveyances, and the trains rarely suit, it is preferable to remain on board all the way to *Stockholm*. In this case the traveller will be rewarded by the scenery from Söderköping onwards, even on a clear summer night.

Motala, see p. 276. (Level of the lake 290 ft.) — Passengers intending to stop at Motala had better go on by steam-launch ('ångslup') to *Motala Verkstad* (Verkstadens Hotel) and spend the night there. We may then visit this great engine-factory, founded in 1822, the property of a company, employing 1200 hands. (Visitors usually admitted.) The motive power is the water of the canal 37 ft. higher. We may also visit the little cemetery with the tomb of *Platen* (p. 271), on the N. side of the canal to Motala.

Immediately beyond Motala Verkstad are the five *Locks of Borenshult*, through which the steamer descends to *Lake Boren*, 50 ft. lower. As this operation takes an hour, passengers have plenty of time to walk from Motala to Borenshult (fine scenery).

Lake Boren (240 ft.), 9 M. long, the water of which is at first beautifully clear, is next traversed by the steamer. On the S. bank is the estate of *Ulfåsa*. At the E. end (2 hrs. from Motala) the steamer reaches *Borensberg-Husbyfjöl*, where the finest part of the canal-voyage begins. Fifteen locks. The Motalaström flows on the left. From the canal, which meanders at a considerable height, we overlook a rich and smiling landscape, with the estates of *Brunneby*, *Ljung*, and others. The steamer glides along at half-speed in order to avoid damaging the banks of the canal with its wash. In 3-4 hrs. more we reach —

Berg, an inn (carriages to Linköping, 12 Kil.; better order beforehand if desired) near the W. end of *Lake Roxen* (108 ft.), 17 M. long and 6 M. broad, of which it commands a fine view. As the steamer takes 2-3 hrs. to descend through the locks to Lake Roxen, passengers have time to visit the *Wreta Klosterkyrka*, which once belonged to a Cistercian nunnery of the 12th century.

We now steam at full speed down Lake Roxen, enjoying a view of its pretty banks. On the N. side is the ruin of *Stjernarp*, once a castle of the Douglas family. In $3^1/_2$-4 hrs. after leaving Berg we reach —

Norsholm (p. 279), at the E. end of Lake Roxen, a station of the Östra Stambana, by which line, train suiting, we may continue our journey to Stockholm. The Motala and the Göta Canal issue from Lake Roxen here, the former descending N. to *Lake Glan*.

Beyond Norsholm the canal is uninteresting. The steamer descends three locks to the narrow lake of *Asplången*, 3 M. long, and beyond it the four locks of *Karlsborg* and two at *Mariehof*, and in $4^1/_2$ hrs. more reaches —

Söderköping (*Stads-Hotel;* 1800 inhab.). Near it is *St. Ragnhild's Källa*, with a hydropathic. The scenery improves. Above the canal, on the N. side, rises the *Ramundershäll*.

Beyond Söderköping two more locks; then (3 M.) the last lock, the 74th, at *Mem*, on *Slätbaken*, a long and narrow bay of the Baltic. To the right, farther on, we observe the *Stegeborg*, once a royal castle; then, on the left, the residence of *Gottenvik*. The steamer soon reaches the open Baltic.

Steering partly through the monotonous 'skärgård' or island belt, partly in the open sea, we next reach (5 hrs.) *Oxelösund*, the terminus of the Nyköping branch-railway (p. 330), and in 5½-6 hrs. more *Södertelge* (p. 281). To the S. of Södertelge (15 Kil.) lies the château of *Hörningsholm*, on the *Mörkö*. — The steamer next passes through the short *Södertelge Canal* (p. 281), connecting the Baltic with *Lake Mälaren*, on which we steam rapidly to (2-3 hrs.) *Stockholm*, the approach to which is strikingly picturesque.

46. From Nässjö to Stockholm.

350 Kil. Södra Stambana to *Katrineholm;* Vestra Stambana to *Stockholm.* Express in 7¾, fast train in 9 hrs. (fares 29 kr. 75 ö., 21 kr., 14 kr.). Ordinary trains not all through-trains (18 kr. 40, 12 kr. 25 ö.).

Nässjö, see p. 256. — The scenery as far as Boxholm retains the characteristics of Småland. Between Gripenberg and Sommen lies *Holaveden*, a hilly and wooded district separating Småland from Östergötland. The fertile *Plain of Wadstena*, around Skeninge, Wadstena, and Linköping, contains the oldest towns in Sweden, many châteaux, and large factories.

12 Kil. *Solberga;* 18 Kil. *Flisby;* 24 Kil. *Aneby*, on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes.

36 Kil. *Frinnaryd*, on *Lake Ralången* (530 ft.), with its 'floating island'. 42 Kil. *Gripenberg*, with the large estate of that name; further to the S. lies *Traneryd*. 52 Kil. *Tranås;* 64 Kil. *Sommen*, on *Lake Sommen* (480 ft.), on which a steamer plies. — The train crosses the *Svartå*, which here forms several falls, the boundary between Småland and *Östergötland*. Near *Rockebro* we skirt the N. bay of the *Sommen*.

73 Kil. *Boxholm*, with iron-works. 78 Kil. *Strålsnäs*. The train descends. — 89 Kil. *Mjölby* (*Inn, at the station), with large mills.

From Mjölby to Hallsberg, 96 Kil., railway in 4-5½ hrs. (fares 5 kr. 5, 3 kr. 40 ö.). — 9 Kil. *Skeninge* (Stads-Hotel), with 1400 inhab., once an important place. 16 Kil. *Fogelsta*, whence a branch-line diverges to *Hästholmen* and *Ödeshög* (42 Kil., in 3 hrs.; comp. p. 276). — 27 Kil. *Motala*, whence a short branch-line leads to *Motala Verkstad* (p. 276). 41 Kil. *Karlsby;* 48 Kil. *Degerön;* 54 Kil. *Godegård;* 66 Kil. *Mariedam*. From (79 Kil.) *Lerbäck* a branch-line runs in 50 min. to (14 Kil.) *Askersund* (Stadskällaren), a town of 1500 inhab. on Lake Wettern (steamer to Motala, p. 274). 85 Kil. *Åsbro;* 96 Kil. *Hallsberg*, see p. 273.

95 Kil. *Sya;* 99 Kil. *Mantorp*. Near (109 Kil.) *Bankeberg* is the agricultural school of *Haddorp*. Fertile country, dotted with churches.

121 Kil. **Linköping**. — **Hotels.** *Stora Hotel, Stor-Torg; Linneberg, Kungs-Gatan; Jernvägs-Hotel, Central Hotel, at the station.

Carriages at *Johansen's*. To the locks of Berg and the Wreta Convent (p. 268), 11 Kil.

Steamboat to Söderköping and Stockholm, once a week.

Linköping, the capital of Östergötland, with 13,000 inhab., residence of the 'Landshöfding' and the bishop, lies on the W.

bank of the *Stångå*, which flows out of Lake Roxen (p. 277) and is connected with the S. lakes by means of the Kinda Canal (see below). In 1598 the Rom. Cath. Sigismund was defeated by the Prot. Duke Charles at the *Stångebro*, and his adherents were afterwards executed at Linköping in 1600 (the 'Linköping Blood-bath'), on the spot now marked by a circle of stones in the *Jerntorg*. A stone on the *Gumpekulla*, by the locks of *Nyqvarn*, a little below the town, commemorates the battle.

The *Domkyrka, begun in 1150 and completed at the end of the 15th cent., is Romanesque in its oldest parts, and Gothic in later parts, while the choir is late-Gothic. In 1870-82 the church was judiciously restored. The great W. tower was not completed till 1886. Next to the cathedral of Upsala, this is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The old *Altar-piece*, by Heemskerk (d. 1574), a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, is now on the S. wall. Its former place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, designed by *Byström*. Reliefs of the 14th cent. (life of Christ), formerly in the tympanum of the S. portal, are now built into the wall behind the altar. The marble sarcophagus and recumbent figure of Bishop Teserus (d. 1678) are modern. The verger ('väktmästare') lives near.

The *Landsförsamlingens-Kyrka*, or Church of the Estates (12th cent.), also known as *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are often met with in Sweden. The *Library* contains a valuable collection of books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Hr. Segersteen, Nyqvarns-Gatan, who owns a good collection of paintings). The old Hospital Church is now the *East Gotland Museum*. The *Castle*, built before 1500, has recently been restored. — Pleasant walks in the park of the *Trädgårdsförening* (with belvedere), to the S. of the town (entrance in the Drottning-Gata).

The **Kinda Canal** (steamer three times a week), 80 Kil. in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: *Erlången* (185 ft. above the sea), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (275 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (280 ft.); lastly *Åsunden* (280 ft.), connected with the last by the *Rimforsström*. The last steamboat-station is *Horn*, on the Åsund. These lakes all form basins of the *Stångå*, and the ascent is effected by fifteen locks. Scenery pleasing the whole way.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long. Fertile country, with several churches. 132 Kil. *Linghem*; 139 Kil. *Gistad*. We cross the *Göta Canal* (p. 271) by a curious swing-bridge (pleasant view of Lake Roxen).

145 Kil. **Norsholm** *(Jernvägs-Hotel)*, junction of two branch-railways, and also a station of the canal-steamers (see p. 276).

FROM NORSHOLM TO WESTERVIK, 118 Kil., railway in 5 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). Stations of little interest.

42 Kil. **Åtvidaberg** *(Hotel)*, with a modern church and *Copper Mines*, a visit to which takes one day. The mine is entered by a small steam-car called a 'Hund'. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Åtvidaberg, is 1365 ft. deep. The most important mine is at *Bersbo* (1250 ft. deep), to the N. of Åtvidaberg.

We next traverse the pretty district of *Tjust*. 51 Kil. *Forsaström*; 58 Kil. *Falerum* (fine view from the station); 67 Kil. *Nelhammar*; 71 Kil. *Storsjö* (fine view of the lake of that name); 82 Kil. *Öfverum*, with the foundry of an English company.

118 Kil. **Westervik** *(Stadshus)*, an old town with 6600 inhab., at the entrance to the *Gamlebyvik*, with large shipbuilding yards, was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of *Stäkeholm*. — Westervik is about 60 Engl. M. from Wisby on the island of Gotland (steamer).

From Westervik viâ *Ankarsrum* to *Hultsfred* (70 Kil.), see p. 258.

FROM NORSHOLM TO PÅLSBODA, 85 Kil., narrow-gauge railway in 4-4½ hrs. (fares 6 kr., 4 kr.). Intermediate stations unimportant. The train skirts the W. bank of *Lake Glan* to (27 Kil.) *Finspong*, with a cannon-foundry and a large château and park. — 79 Kil. *Svennevad*, at the W. end of *Lake Sottern*. — *Pålsboda*, see p. 273.

At (154 Kil.) *Okna* the train reaches *Lake Glan* (70 ft.), which it skirts to (159 Kil.) *Eksund*. Here it crosses the *Motalaström*, the outlet of Lake Wettern (p. 274). 162 Kil. *Fiskeby*.

168 Kil. **Norrköping.** — **Hotels.** *CENTRAL HOTEL, with café; STORA HOTEL, with café, GRAND HÔTEL, with café, both in Karl Johans-Torg; BELLEVUE, Skeppsbron; HÔTEL DU NORD.

Pleasure Resort, *Strömsholmen*, with restaurant (frequent concerts).

Norrköping, a busy trading and manufacturing town with 34,000 inhab., owes its importance to its situation at the head of the long *Bråvik*, into which falls the navigable *Motalaström*, and to the water-power afforded by the river, which flows through the whole town and drives numerous factories. An interesting walk may be taken along the upper part of the river, where the water dashes over rocks, turns a number of wheels, dives into factory buildings, and emerges again as lively as ever. We may also cross the principal *Bridges*, the stone *Bergsbro*, constructed in 1774; the *Jernbro*, or iron bridge, of 1832; the *Oscar-Fredriksbro*, adjoining the Karl-Johans-Torg (1837); and the iron *Spångbro*, or foot-bridge (1862). Between the Bergsbro and the Jernbro are the *Bruksholm* and the *Laxholm*, islands also connected with the town by bridges. Visitors are admitted to some of the factories. — On the lower part of the river, where it becomes sedate and navigable, there are also several large factories, chiefly of cloth, worsted, and cotton goods. *Gamla Varfvet* ('the old wharf') and *Motala Varfvet*, to the E. of the town, are considerable ship-building yards.

Although of ancient origin, the town has now quite a modern look owing to the frequent fires from which it has suffered. The finest buildings are in or near the *Karl-Johans-Torg*, where the post-office, the town-hall, and the theatre are situated. It is adorned with a *Statue of Charles XIV. John* (Bernadotte), by *Schwanthaler*, erected in 1846. The *Arbetäre-Föreningens-Hus*,

containing a large hall and a museum, is quite a grand edifice; so also is the *Högre Elementarläroverkets-Hus* (grammar school), on a hill to the S.W. of the town.

The STEAMBOAT to Stockholm will be preferred by many to the train. The vessels (daily) usually ply at night, affording a beautiful view of Lake Mälaren on arriving. In the reverse direction this route is recommended to travellers intending to take the Göta Canal route from Norsholm to Lake Wettern.

Beyond Norrköping and (176 Kil.) *Åby* the train traverses a wooded plateau, about 400 ft. in height, called *Kolmården*, the once dreaded frontier-region between Södermanland and Östergötland, infested with robbers. Near *Tvärdala* it passes through a tunnel and then ascends gradually to (179 Kil.) *Grafversfors*. Farther on it crosses the bays of *Lake Näcken* by means of embankments. Another tunnel. 191 Kil. *Simonstorp* (Inn). On the right lies the lake of *Fläten* (200 ft.). 205 Kil. *Strångsjö*. Scenery uninteresting.

216 Kil. **Katrineholm** (*Jernvägs-Hotel*, with restaurant), junction of the Södra and the Westra Stambana (p. 273). Near it are the estates of *Stora Djulö* and *Klästorp*, with marble-polishing works, specimens from which are exhibited at Katrineholm.

The train next traverses the picturesque *Södermanland*, with its great forests and its numerous lakes, which have given rise to the saying that 'when the Creator separated the dry land from the water he overlooked Södermanland'. 226 Kil. *Walla*. We pass many châteaux of the Swedish aristocracy. 239 Kil. *Flen*, with the château of *Stenhammar* famed in song, on the *Waldemaren* (or *Wammeln*) *Lake*, junction for Eskilstuna and Nyköping, see p. 329. — 254 Kil. *Sparreholm*, with the estate of that name, a favourite resort of the Stockholmers. 266 Kil. *Stjernhof;* 275 Kil. *Björnlunda*. The scenery beyond this point is particularly fine. From (284 Kil.) *Gnesta* (*Rail. Restaurant) an excursion may be taken to the château of *Tullgarn*, the summer residence of the crown-prince of Sweden, and to *Trosa*, a small town on the Baltic, whence a steamer plies to Södertelge and Stockholm. Beyond Gnesta we pass the picturesque *Frustunasjö* and *Lake Sillen*. 291 Kil. *Mölnbo;* 302 Kil. *Jerna*.

314 Kil. *Saltskog*, from which a short branch-line runs to (1 Kil.) the town of **Södertelge** *(Stads-Hotel)*, finely situated at the S. end of a bay of *Lake Mälaren*, with 4900 inhab., an old church, a hydropathic, and many villas of wealthy Stockholmers. Steamer to Stockholm several times daily.

The train crosses the *Södertelge Canal* by a handsome swing-bridge. This canal connects the Mälar Lake with the *Järnafjärd*, a bay of the Baltic, thus saving vessels a long round. — 327 Kil. *Tumba*, with the large paper-manufactory of the Bank of Sweden. 336 Kil. *Huddinge;* 342 Kil. *Elfsjö*, beyond which is the *Nyboda Tunnel;* 346 Kil. *Liljeholmen*.

The train crosses the *Årstavik* by means of an embankment

(300 yds.); to the left is the Mälar, with the *Reimersholm* and *Löfholm;* to the right is the sugar-manufactory of *Tanto*. We then pass the old *Södra Station*, and through a tunnel, 458 yds. long, under Södermalm to the bank of the Mälar. The train then crosses a bay of the lake, and the island on which the city lies, by a bridge (p. 289), and enters the handsome *Central Station* of *Stockholm* (p. 285; 350 Kil. from Nässjö, 616 Kil. from Malmö, 458 Kil. from Gotenburg).

47. From *(Christiania and)* Charlottenberg to Laxå *(and Stockholm)*.

Railway from Christiania to Stockholm, 560 Kil., or 348 Engl. M. (by Norwegian railway to Charlottenberg, in 5-5¾ hrs., R. 13; by Swedish railway thence to Stockholm); two through-trains daily in 17½ and 27 hrs. respectively (fares 43 kr. 5, 33 kr. 50, 22 kr. 40 ø.). A place in a sleeping-carriage ('sofvagn') costs 5 kr. (1st class) or 3 kr. (2nd class) extra. — From Charlottenberg to *Laxå* (203 Kil.) in 5⅓-7½ hrs. (fares 17.30, 12.20, 8.15 kr., or 14.25, 10.70, 7.15 kr.).

The railway from Charlottenberg to Laxå *(Nordwestra-Stambana)* traverses the Wermland, a province where lakes and forests abound, and rich in iron and other ores. This region has recently been opened up by a network of railways and canals. The Wermland is famous as the birthplace of *Tegnér* and *Geijer*, and its praises have been snng by *Fryxell* in his beautifnl *Wermlandsvisa*. The traveller who wishes to see some of its attractions should make an excnrsion from *Kil* to *Frykstad* and the *Fryken Lakes* (see p. 283). Another digression may be made from Christinehamn to *Filipstad* (p. 331).

From Christiania to (143 Kil.) *Charlottenberg*, see R. 13.

At **Charlottenberg** (**Rail. Restaurant*, D. 1½ kr.; *Bertha Lyden's Jernvägs-Hotel*), the first Swedish station, passengers to or from Stockholm change carriages. Luggage entering Sweden undergoes a custom-house examination here; in the reverse direction it is examined at Christiania. It seems odd that these two little kingdoms, united under one sovereign, should have different customs-tariffs, though the examination is little more than nominal.

Beyond Charlottenberg, the train passes the *By-Sjö* (270 ft.) on the right, and stops at (14 Kil.) *Åmot* on the *Flagan-Sjö*. Extensive view. Pretty scenery. 25 Kil. *Ottebol*.

34 Kil. **Arvika** *(Hôtel Arvika; Sandberg; *Rail. Restaurant)*, with 1500 inhab., is prettily situated on the *Glafsfjord*, here called the *Elgåfjord*, which is connected with Lake Wenern by the *Seffle Canal*. (Steamer to Wenersborg once weekly; also several others.) This long stretch of water fills the ancient bed of the Glommen, which once fell into Lake Wenern, but now turns to the W. at Kongsvinger (comp. p. 78). During the melting of the snow, part of the water of the Glommen still finds its way into its old channel. In the vicinity is *Arvika Helsobrunn* ('health spring').

Beyond (49 Kil.) *Edane* we cross the large and picturesque *Wermelen-Sjö* (180 ft.) by a viaduct, 710 yds. long, and pass through a tunnel of 900 yds. Impressive forest-scenery. 56 Kil.

Brunsberg; 66 Kil. *Boda;* 77 Kil. *Fagerås.* The train crosses the *Nors-Elf*, the discharge of the Fryken Lakes, by an iron bridge 198 yds. long and 63 ft. high, resting on iron pillars and massive granite foundations, securely laid in soft alluvial soil. Beyond the bridge the train reaches —

82 Kil. **Kil** (352 ft.; *Jernvägs-Hotel*), junction of the Gotenburg and Falun railway (R. 53), and of a short branch-line to *Fryksta* (9 min.), at the S. end of the *Nedre Fryken Lake* (195 ft.).

From Fryksta or Frykstad a pleasant excursion may be taken to the three ***Fryken Lakes** (*Nedre*, *Mellan*, and *Öfvre Fryken*). Steamboat every week-day, in connection with the train from Kil, to *Torsby-Bruk*, at the N. end of the highest of the lakes, in 5 hrs., returning next day. — The *Fryksdal*, a valley 80-90 Kil. long, is one of the most beautiful in Sweden, but the voyage to Torsby and back is rather fatiguing. It is preferable to land at *Rottneros Bruk* between the central and the upper lake, visit the *Fall of the Rottna-Elf*, and go to *Sunne* (Hotel), another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), the author of an important history of Sweden and of the poem 'Wermlandsvisa', was once pastor. — Many large iron-works, some of which belong to the *Edsvalla Bruks Bolag*. — The *Öfvre* or *Norra Fryken* is grander than the lower lakes.

95 Kil. *Skåre.* Then —

102 Kil. **Karlstad** (*Stads-Hotel*, R. & B. 3½ kr.; *Hôtel Kristiania; Rail. Restaurant*), the capital of Wermland, a busy town of 9100 inhab., entirely rebuilt after a fire in July, 1865, is picturesquely situated on the *Tingvallaö*, at the influx into Lake Wenern of the *Klar-Elf*, which descends from the Norwegian Mts. Broad streets, planted with trees; handsome buildings and pleasant promenades. Steamboats to Wenersborg and Lidköping (p. 270), and many others.

The train now skirts the N. bank of the vast *Lake Wenern* (p. 269), of which, however, little is seen, and passes over six long bridges and several embankments, which proved very costly. 113 Kil. *Skattkärr;* 125 Kil. *Wäse;* 134 Kil. *Ölme.*

142 Kil. (88 M.) **Christinehamn** (*Jernvägs-Hotel; Stora Hotel; Hôtel Svea*), a busy trading town, with 5900 inhab., lies on both banks of the *Svartå*, at the influx of that river into the *Warnumsvik*, a bay of Lake Wenern. Steamers to Wenersborg and Lidköping (p. 270), and several others. Railway to Mora, see p. 334.

Beyond (154 Kil.) *Björneborg* the railway skirts *Lake Wismen.* 165 Kil. *Karlskoga*, whence a mineral-line runs N. to *Kortfors* (with a branch to Grythyttehed, p. 331), *Nora*, and *Ervalla* (p. 328), and S. (from Karlskoga) to *Gullspång* and *Otterbäcken* on Lake Wenern. 168 Kil. *Degerfors*, on *Lake Möckeln* (295 ft.), from which another branch-line runs N. to *Wikersvik* and *Striberg.* Between these lines lies (180 Kil.) *Svartå;* 191 Kil. *Hasselfors.*

The train now passes the mineral baths of *Porla Helsobrunn* on the left and reaches (203 Kil.) *Laxå* (p. 273). From Laxå to *Stockholm*, see pp. 273, 281.

Key to the Plan of Stockholm.

Akademier (Academies):

1. Akad. för de fria konsterna (Academy of Arts) . . . . D, 4
2. Landbruks-akademi (Agricultural Academy) . . . . D, 3
3. Musikaliska akademi (Academy of Music) . . . . . F, 3
5. Archives (Riks-Arkivet) . . D, 5
6. Badinrättningar (Baths) B, 5; D, 4; F, 4
   Banegårdar (Railway-Stations . . . . . C, 3, 4; E, 7

Banker (Banks):

7. Riksbanken (National Bank) F, 5
8. Skandinaviska Kredit-Aktiebolag (Scandinavian Joint Stock Bank) . . . . . E, 5
9. Stockholms Enskilda Banken (Private Bank) . . . . E, 5
4. Stockholms Intecknings Garanti Aktiebolag . . . . . D, 4
10. Barnbördshuset (Lying-in Hospital) . . B, 1; A, 4; D, 2
    Bergsskolan (Mining-School), Drottning-Gatan . . . . . B, 1
    Biblioteket, Riks (National Library) . . . . . E, 1

Bildstoder (Monuments):

- Berzelius (Berzelii Park) . E, 3
  Birger Jarl . . . . . D, 5
  Charles XII. . . . . E, 3
  Charles XIII. . . . . E, 3
- Charles XIV. John . . . . E, 6
- Ericsson . . . . . C, 4
  Gustavus Adolphus . . . . E, 4
  Gustavus III. . . . . E, F, 4
  Gustavus Vasa . . . . . D, 5
  Linnæus . . . . . E, 1
  Oxenstjerna (in the Riddarhus) D, 5
  Scheele . . . . . E, 1
11. Biologiska Museum (Biological Museum) . . . . . I, 4
    Birger Jarl's Bazar . . . . E, 2
12. Börsen (Exchange). . . . . E, 5
13. Northern Museum . . . . C, 2
14. Flottans förrådshns (Marine Arsenal) . . . . . G, 5
15. Frimúrarelogen (Freemasons' Lodge) . . . . . F, 3
16. Wallinska Skolan (Grammar School) . . . . . D, 5
17. Gymnastiska Institutet . . D, 3
    Hasselbacken . . . . . I, 4
18. Hofrätt, kongl. Svea (Court of Appeal) . . . . . D, 5
    Industri-Palatset (Palace of Industry) . . . . . G, 1
19. Konstföreningen (Art Union) E, 3

Kyrkor (Churches):

    Adolf Fredriks kyrkan . C, 1, 3
20. Blasieholms kyrkan . . . . F, 3
21. Engelska kyrkan (English Church) . . . . . B, 2
22. Finska kyrkan (Finnish Church) . . . . . E, 5
    Gustaf Adolfs kyrkan . . . H, 1
    Hedvik Eleonora kyrkan . F, 2
23. Jakobs kyrkan . . . . . E, 3
    Johannis kyrkan. . . . . D, 1
    Karl Johans kyrkan . . . . G, 4
    Katarina kyrkan . . . . . F, 7
24. Katolska kyrkan (Rom. Cath. Church) . . . . . D, 3
    Klara kyrkan . . . . . D, 3
    Maria kyrkan . . . . . E, 6, 7
25. Riddarholms kyrkan . . . D, 5
    Skeppsholms kyrkan, see Karl Johans kyrkan.
27. Storkyrkan . . . . . E, 4, 5
28. Tyska kyrkan (German Church) . . . . . E, 5
    Ulrika Eleonoras kyrkan (Kungsholms kyrka) . . . B, 4
29. Mosebacken . . . . . F, 6
    Myntet, kongl. (Royal Mint) B, 4
    National Museum . . . . . F, 4
    Observatory . . . . . B, 1
30. Öfverståtthållarehuset (Governor's House) . . . E, 4, 5
31. Palats, Arfprinsens . . . . D, 4
    Panorama . . . . . H, 3
32. Poliskammaren (Police Office) D, 4
33. Posthnset (Post Office) . . D, 4
34. Rådhuset (Town Hall). . D, 4, 5
35. Riddarhuset . . . . . D, 5
36. Riksdagshuset (House of Parliament) . . . . . D, 5
37. Sällskapet (a club) . . . . E, 3
    Serafimer Lasarettet (Hospital) . . . . . B, C, 4
    Skansen . . . . . I, 4
38. Slöjdskolan (Industrial School) . . . . . D, 3
    Slottet, kongl. (Royal Palace) E, 4
39. Synagogan (Synagogue) . . E, 3

Teatrar (Theatres):

40. Kongl. Stora Teatern . . E, 3, 4
41. - Dramatiska Teatern E, 3
42. Nya Teatern . . . . . F, 3
    Djurgårds Teatern . . . . I, 3
45. Södra Teatern . . . . . F, 6
    Tekniska Skolan, see Slöjdskolan . . . . . .
46. Tekniska Högskolan. . . . B, 1
47. Telegrafen . . . . . E, F, 4
    Vetenskaps Akademi (Academy of Science) . . . C, 1, 2

Geograph. Anstalt von

Wagner & De

48. Stockholm.

Arrival. Travellers arriving at Stockholm by railway (except the few who travel by the Stockholm, Rimbo, and Norrtelje line, or the Stockholm and Djursholm line, p. 311) alight at the CENTRAL STATION (*Central Bangården;* Pl. C, 3, 4), situated in the N. quarter, about 7 minutes' walk from the Norrbro (p. 280). *Omnibuses* from the principal hotels meet each train (fare 75 ö.). *Cab* with one horse for 1-2 pers. 1 kr. 25 ö., 3-4 pers. 1 kr. 50 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). *Porter* ('stadsbud'), for each package to or from cab or omnibus 10 ö.; to one of the hotels 25-30 ö. An *Interpreter*, recognisable by his official cap, meets the trains and gives information to strangers (no fee). — Those who arrive by the lake-route from Gotenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm; the usual landing-place for travellers from the N. or E. is the SKEPPSBRO (Pl. E, F, 4, 5) or BLASIIHOLMS-HAMNEN (Pl. E, F, 4). Cab-fare as above; no hotel-omnibuses on the quays. For the steamers 'norrrut', 'söderrut', 'österrut', and 'vesterrut', see Kom.

Hotels. *GRAND HÔTEL (Pl. a; E, F, 3), Blasieholms-Hamnen, with a fine view of the Palace and the busy quays and harbour (table d'hôte 4 kr.); HÔTEL RYDBERG (Pl. b; D, E, 4), Gustaf-Adolfs-Torget, facing the Norrbro; both comfortable and well-managed houses (English spoken); charges (rather higher at the former): R. from 2-3 kr., A. 35-50, L. 70 ö., B. 1-2 kr., other meals paid for in the restaurant as received. — HÔTEL CONTINENTAL, Vasa-Gatan 22, opposite the central station, with good restaurant, R., L., & A. from 2½, B. 1, déj. 2, D. 2-3, pens. 10 kr.; KUNG KARL (Pl. c; D, 3), at the S. end of Brunkebergs-Torget, not far from the Norrbro, R. from 1½ kr., L. 25, A. 35, B. 50 ö.; HAMBURGER BÖRS, Jakobs-Gatan 6, behind the Rydberg, well spoken of, with *Restaurant; KUNG KARLS ANNEX, Regérings-Gatan 13, R. from 1½ kr.; HÔTEL GERMANIA, Gustaf-Adolfs-Torg 10; KANAN, Klara Östra Kyrko-Gatan; HÔTEL DE SUÈDE, Drottning-Gatan 43. — In the Norra Smedje-Gata (Pl. D, 3), at the back of the Rydberg, quiet, but central: HÔTELS GUSTAF VASA, DE FRANCE, STETTIN, VICTORIA, and SKANDIA, etc., all unpretending, but tolerable. — In the Staden or old town: ÖSTERGÖTLAND, Salviigränd 3, near the Mynt-Torg (Pl. E, 4), with restaurant, well spoken of. — **Private Hotels** (without restaurants): BELLEVUE (Pl. d; E, 3), Gustaf-Adolfs-Torg 12, R. from 2 kr., L. & A. 25, B. or S. 75 ö.-2 kr.; ROSENBAD, Akademiegränd 3, near the Rödbod-Torg (Pl. D, 4). — **Pensions:** *BELFRAGE'S HÔTEL & PENSION, Vasa-Gatan, R. 2, D. 1½, B. ¾, pens. 5-6 kr.; *JOHNS, Birger-Jarls-Gatan 7; Fröken ANDERSEN, Vasa-Gatan 1 (3rd floor); Fru PETERSON, Drottning-Gatan 80 B; English, French, and German spoken in all.

Restaurants (déjeûner 9-12, dinner 2-6 o'cl.). **Grand Hôtel* and **Rydberg* (see above), both with elegant cafés; *Theatre Restaurant*, in the new Opera House (p. 295); *Café Riche*, Birger Jarls-Gatan 4, near the Berzelii Park; *Phœnix*, Drottning-Gatan 71 C, adjoining the Northern Museum (p. 296); **Hôtel du Nord*, Lilla Trädgårds-Gatan, by the Dramatiska Teater, with café; **Hamburger Börs* (see above); *Hotel Östergötland* (see above), noted for its Swedish cuisine; *Restaurant du Sud*, in the building of the 'elevator' Maria-Hissen (p. 308); *Café-Restaurant Anglais*, Stureplan 1, near the Linné Park; *Bern's Salonger* (table d'hôte with music in summer, 1¾ kr.), much frequented; *Blanch's Café* (p. 286), D. 2½ kr.; *Strömsborg*, see p. 294; *Pelikan Källaren*, Bruunsbacken, opposite the Katarina-Hissen (p. 308); at the *Palace of Industry*, Ostermalm, at Karlavägen (Pl. G, 1; p. 300). — *In the Djurgård* (p. 310): **Hasselbacken* (music in the afternoon; D. 3 kr.), with garden where visitors may dine in the open air; **Djurgårdsbrunn*, at the Brunnsvik (steam-launch No. 4, see p. 287).

At these restaurants the charges vary greatly. Breakfast or supper usually costs 1½-2 kr., and dinner 2 kr. or more. For the '*Bränvinsbord*' or '*Smörgåsbord*' (side-table with bread-and-butter, salt meats, fish, and relishes, with 'bränvin' and liqueurs 'ad libitum'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. Persons unused to this institution are

apt to find it disagree. '*Sexor*', so called from the hour when they are usually served, are half-portions of meat, etc., ordered by those who want a slight supper only. The waiters *(Vaktmästare)* expect a fee of 10 ö. or upwards from each person. Comp. p. xxiii.

Beer. *Cerevisia*, Freds-Gatan; **Himmelsleiter*, Jakobs-Gatan 19; *Löwenbräu* and **Sturehof* (with bodega for Spanish wines), both in the Stureplan; *Café du Bazar*, at the Norrbro, above the Strömparterre (Pl. E, 4); **Franziskaner*, Skeppsbron (Pl. F, 4).

Cafés *(Schweitzerier)* at most of the hotels and restaurants. Among the others: *Blanch's Café* (Pl. 19; E, 3), in the Kungsträdgård (music at midday and in the evening); *Café Victoria*, in the Kungsträdgård; **Bern's Salonger*, by the Berzelii Park (p. 295; music at midday and in the evening); *Strömparterre*, see p. 290 (music in the evening; mixed society). The *Strömsborg* (Pl. D, 4; p. 294) and the cafés in the Djurgård (p. 310) are also favourite resorts.

At most of the restaurants and cafés visitors deposit their hats, overcoats, and umbrellas in a room provided for the pnrpose. The attendants (fee 10 ö.) are wonderfully quick in recognising visitors and in restoring their belongings.

Confectioners (*Conditorier*, generally with *Dam-Café*, or ladies' café). *Berg*, Regérings-Gatan 14, Sture-Gatan 12; *Törneblad*, Stureplan 2.

Cabs. Drive, 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one hour 1 kr. 25 or 1 kr. 50 ö., for each ½ hr. more 60 or 75 ö.; at night, 11-6, a fare and a half; small parcels free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs 2-2½ kr. for the first hour, and 1-1¼ kr. for each additional ½ hr. — *Cab Stands* near the Post Office, in the Brunkebergs-Torg, on the Skeppsbro, in the Stor-Torg, etc.

Tramways *(Spårvägar)*. In the smaller cars passengers deposit their fares in a box as at Christiania (see p. 10). The drivers will change sums not exceeding 1 kr., at the small window marked 'Vexling'. The nameboards and lamps of the Ring Line cars are green, on other lines red.

1. Ring Line (fare 10 ö.), every 5 min. in each direction. From *Slussen* (Pl. E, F, 6) by the *Skeppsbro* to the *Norrbro* (Pl. E, 4), then (to the right) by *Karl den Tolftes Torg*, *Norrmalms Torgs* (Pl. E, 3; change carriages for the Djurgård) and *Birger Jarls-Gatan* to the *Humlegård* (Pl. E, 1; whence a branch diverges to the right through the Sture-Gata to the Karlavägen), then to the left to *Roslags-Torg* (Pl. D, 1), past the *Adolf Fredriks-Kyrka* (Pl. C, 1, 2), through the *Vasa-Gatan*, and across the *Vasabro* back to *Slussen*.

2. Djurgård Line (fare 10 ö), connected with the Ring Line, every 10 min. from *Norrmalms-Torg* (Pl. E, 2, 3) to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd*; Pl. H, I, 5, 4).

3. The Kungsholms Line (every 8 min.; fare 10 ö.), runs to the W. from the *Gustaf-Adolfs-Torg* (Pl. E-A, 4) to the *Pil-Gata*; and from *Kungs-Gatan* to *St. Eriks-Gatan* (comp. Pl. B, A, 3).

4. The Tegnérs-Gatan-Norrtulls Line (Pl. C, 1) runs to the N. by the Stora Badhus-Gata, passing near the railway-station of *Norrtull* (10 ö.), and thence to *Stallmästaregård* (p. 312), the entrance of the park of *Haga* (p. 312) and the *Nya Kyrkogården* (fare 10-15 ö.).

5. The Södermalm Steam Tramway, starting from the *Monument of Charles XIV. John* (Pl. E, 6), ascends the *Horns-Gata* (Pl. D-B, 7), corresponding with the horse-tramway at the Ragvalds-Gatan (Pl. E, 6), to the *Ersta-Gata* (Pl. H, 7; fare 10 ö.).

Steamboats. The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and waterways around the city so complicated, that the traveller is apt at first to be bewildered. Before making any excursion, he should consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are Skeppsbron, on the E. side of Staden (Pl. F, 4, 5), and Blasiiholms-Hamnen (Pl. E, F, 4), adjoining the Grand Hôtel and the Musenm. For the smaller sea-going and coasting steamers the starting-point is the Riddarholms Quay on the W. side of that island, which lies to the W. of Staden, whence most of the Mälar steamers and those

bound for Gotenburg by the canal-route also start. A number of the smaller lake-steamers again have their usual berths on the MUNKBRO and the KÖTT-TORG, on the W. and S.W. sides of Staden (Pl. D, E, 5). Note, however, that steamers often go to the same destination from different quays; thus, to *Gefle* (p. 335) both from Skeppsbron and from Karl XII.'s Torg; to *Wisby* (p. 324) from Riddarholmen and from Blasiiholms-Hamnen and Klintehamn; to *Kalmar* (p. 257) from Riddarholmen and from Blasiiholms-Hamnen.

Steam Launches *(Ångslupar)*. Communication between different parts of the city and the environs is maintained by numerous steam-launches, which cross Lake Mälaren and the Saltsjö (p. 299) in all directions at intervals of 3-15 minutes. Fares 3 to 15 ö. according to distance. The various lines are shown on the Plan. Those plying to the *Djurgård* (p. 309; every 10-15 min.) are as follows: —

1. From the *Strömparterre* (Pl. E, 4) to *Alkärret* (Pl. H, I, 4); fare 10 ö.
2. From the *Räntmästaretrappa* (Pl. F, 5, 6) to *Jernvägen* at *Allmänna-Gränd* (Pl. H, I, 4, 5; fare 7 ö.); to *Tegelviken* (Pl. I, 7; fare 8 ö.); to *Manilla* (15 ö.) and *Blockhusudden* (20 ö.), on the S. bank of the Djurgård.
3. From *Skeppsholmen* (Pl. G, 4, 5) to *Allmänna-Gränd;* fare 3 ö.
4. From *Logårdstrappan* (Pl. E, 4) to *Blåporten (Kaptensudden;* Pl. H, 3; 12 ö.), and to *Ladugårdsgärdet (Hesslingeberg)* and *Djurgårdsbrunn* (15 ö.).
5. From *Gustaf's III. Staty* (Pl. E, F, 4) to *Manilla* (20 ö.) and *Blockhusudden* (25 ö.) on the S. bank of the Djurgård, several times daily.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are mentioned in R. 49. See also the second part of *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*', with sub-headings '*Mälaren*' and '*Saltsjön*').

Electric Railway to *Djursholm* (p. 312), about 20 trains daily, starting near the Humlagård, at the corner of the Engelbrekts-Gatan (Pl. D, E, 1).

Post Office (Pl. 33; D, 4), Rödbro-Torget, open 8 a.m. to 9 p.m.; Sundays 8-11, 1-6, and 7-9 o'clock. — **Telegraph Office** (Pl. 47; E, F, 4), Skeppsbron 2, always open. — Also several branch-offices.

Banks. *Sveriges Riksbank* (Pl. 7), Jerntorg 55; *Skandinaviska Kredit-Aktiebolag* (Pl. 8), Storkyrkobrinken 7; *Stockholms Enskilda Bank* (Pl. 9), Lilla Ny-Gatan 27, etc. Circular notes and foreign money may be changed at these; or at *Belmonte's*, Kungsträdgårds-Gatan 2.

British Minister, *Sir Spenser B. St. John, G. C. M. G.* — **American,** *Hon. William W. Thomas.* — **Consuls.** American, *Mr. Thomas B. O'Neil;* vice-consul, *Mr. Carl P. Gerell.* British, *Mr. Marmaduke Strickland Constable;* vice-consul, *Mr. Carl Bolinder.*

Swedish Tourists' Union *(Turistförening)*, Karduansmakare-Gatan 6 (Pl. D, 4).

Booksellers: *Samson & Wallin*, Drottning-Gatan 7; *Fritze*, Gustaf-Adolfs-Torg 18; *Wilh. Bille*, Drottning-Gatan 25; *Looström & Co.*, Norrbro; *Nordin & Josephson*, Drottning-Gatan 37. — **Photographs:** *Axel Lindahl*, Ridare-Gatan 41 (dark chamber for the use of tourists).

Shops. Fishing-gear: *Leidesdorffska Manufactory*, Stora Ny-Gatan 12; *Hedvall*, Malmtorgs-Gatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Freds-Gatan 18; *Blomberg & Arendorff*, Drottning-Gatan 10. — Jewellers: *Anderson*, Jacobs-Torg 1; *Hallberg*, Regérings-Gatan 9; *Möllenborg*, Drottning-Gatan 14. — Antiquities: *Frigga-Magasinet*, Hamn-Gatan 16; *A. Matsson*, Beridarebansgarden 7; *Bukowski*, Arsenals-Gatan 9. — Gloves: *Alb. Schmidt*, Arsenals-Gatan 8; *Maria Ferlin*, Drottning-Gatan 17; *J. P. Möller*, Freds-Gatan 21. — Swedish fancy-work: *Bikupan*, Klara Bergs-Gatan 23. — Men's Mercer: *John Sörmou*, Regerings-Gatan 4; *C. Bergström*, Gustav-Adolfs-Torg. — Miscellaneous Articles: *Jos. Leja*, Regerings-Gatan 5. — Swedish iron and steel wares from *Eskilstuna* at the depot in the Malmtorgs-Gata; and at *G. R. Feychting's*, Drottning-Gatan 46.

The Swedish Magazine of Industrial Art *(Svenska Konstslöjd-Utställningen)*, Kungsträdgårds-Gatan 2 A; the Exhibition of Friends of Handicrafts *(Handarbetetsvänner;* week-days, 10-4), Brunkebergs-Torg 18; and the Palace of Industry *(Industri-Palatset)*, Carlavägen 30, may also be mentioned.

Baths. Sture-Gatan 4 (Pl. E, 2) and Jakobs-Gatan 16 (Turkish, etc.;

Pl. 6, D, 4); Badstu-Gatan 4 (Pl. F, 6). *Swimming Bath* to the W. of Strömsborg (Pl. D, 4); *Ladies' Baths* (Pl. 6; F, 4), at the S.E. end of the Skeppsholms-Bro. — *Saltsjöbaden*, see p. 313.

Theatres. *Kongl. Stora Teatern* (p. 295), at present being rebuilt; performances in the meantime at the former Nya Teater (Pl. 42; F, 3), Kungsträdgårds-Gatan 6; admission ½-3 kr. — *Kongl. Dramatiska Teatern* (Pl. 41; E, 3), Kungsträdgårds-Gatan 6, stalls 2½-3 kr. — *Vasa Teatern*, Vasa-Gatan 44, etc. — In the DJURGÅRD (p. 310) are the *Djurgårds Theatre* (Pl. I, 3, 4) and the *Kristallsalonger* (*Tivoli*; variety-theatre), both open in summer only. — In Södermalm (p. 308): *Södra Teatern*, Mosebacke-Torg. *Svenska Panoptikon*, see below.

Music in the afternoon and evening at *Hasselbacken* (p. 310), at the *Kristallsalonger* (p. 310), at the *Strömparterre*, at *Blanch's Café* in the Kungsträdgård (p. 295), and in *Bern's Salonger* (p. 295).

Collections, etc. (days and hours liable to alteration): —

Archives, Royal (p. 294), week-days 10.30 to 3.

Art-Union (*Konstförening*, p. 295), next door to Blanch's Café (p. 295); week-days 10-5, Sun. 1-4; adm. 50 ö.

Blanch's Picture-Gallery, Hamn-Gatan 16, open all day.

Costumes, see Museum of Armour, etc.

Library, National (p. 299), week-days 11-2; reading-room 10-3.

Museums: — *Agricultural* (*Landbruks-Academiens Museum*), Mäster-Samuels-Gatan 36 (Pl. C, 3), week-days 12-3.

Armour and Costumes, Royal (p. 291), daily 12-3; Sun. and Frid. gratis; Tues. 50 ö.; Mon., Wed., Thurs., and Sat. 1 kr.

Artillery Museum (p. 295), Wed. 1 to 2.30 (10 ö.); on other days apply at the office to the left of the gate.

Biological Museum (p. 310), from 11 a.m. till dusk (1 kr.).

Carolinian Institution (*Karolinska Institutets Samlingar*; Pl. B, 4), Handverkare-Gatan 3, a medical collection, Sun. 1-3, gratis.

Fishery, Mäster-Samuels-Gatan 43, week-days 12-3, Sun. 1-3, gratis.

Geological (p. 296), Mon. and Thurs. 1-3, gratis.

**National Museum* (p. 300): **Collection of Art and Industry*, on the 1st and 2nd floors, week-days (except Mon.) 11-3, Sun. 1-3 (on Wed., Thurs., and Sat. 50 ö., at other times free); **Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the ground-floor, in winter on Frid. 12-2 and Sun. 1-3, in summer on Frid. and Tues. 12-3 and Sun. 1-3 (on Tues. 25 ö.; at other times free). On Monday the Museum is closed to the public, but visitors are admitted for a fee of 1 kr., on application to the door-keeper.

Natural History Museum (p. 299), Wed. 12-2 and Sun. 1-3, free; Sat. 12-2, 25 ö.; at other times 1 kr.

**Northern Museum* (p. 296), Drottning-Gatan 71 A, 71 C, 77, 79, and 88, open daily in summer, 11-4 (25 ö.). In winter all the collections are closed at 3 p.m. — Ticket admitting to all the sections 75 ö.

Palace, Royal (p. 290), daily during the absence of the royal family.

Palace of Industry (*Industri-Palats*; p. 300), Carlavägen 30, with an exhibition of industrial art.

Panoptikon, Kungsträdgårds-Gatan 18 (p. 295), daily 9-10 (1 kr.).

Panorama (p. 310), daily from 9.30 a.m. (1 kr.; Sun. 50 ö.).

Polytechnic (*Tekniska Skolan*; Pl. 38; D, 3), *Collection of Models*, Tues. 12-2.

Regatta on the first Sun. in August.

Riddarholms Kyrka (p. 293), in summer Tues. and Thurs. 12-2, adm. 25 ö., Sat. 12-2, free; in winter Tues. and Thurs. 12-2, on application to the 'Vaktmästare' at the Riksmarskalks-Embète in the S.W. wing of the Royal Palace (25 ö.).

Riddarhus (p. 293), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to the left. Fee 1 kr.

Skansen (p. 310), an annexe of the Northern Museum, daily from 10 a.m.

English Church (Pl. 21; B, 2), Rörstrands-Gatan (p. 299); chaplain, *Rev. Frederick Case.*

Chief Sights. National Museum; Museum of Armour and Costumes; Northern Museum; Royal Palace; Riddarholms Kyrka; view from Katarina-Hissen; walks on the Skeppsholm and in the Djurgård (p. 309), with a visit to the open-air museum of Skansen (p. 310). — Excursions to Saltsjöbaden (p. 313) and to Drottningholm (p. 314) or Gripsholm (p. 315).

Stockholm, the capital of the Kingdom of Sweden, the seat of government and the supreme courts of law, with 259,300 inhab., lies in 59° 20′ 34″ N. lat., at the influx of *Lake Mälaren* into an arm of the Baltic *(Saltsjön)* which forms an excellent harbour, liable, however, to be frozen over for four or five months in winter. The situation of the city on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is highly picturesque. Stockholm has therefore been called the 'Venice of the North', and has also been compared with Marseilles or Geneva; but no such comparison can convey an accurate idea of the place. Its most striking peculiarity consists in its immediate proximity to primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Improvements have, indeed, been effected in the Norrmalm, or N. quarter of the town; the site of the Berzelii Park was once a wilderness; and the Blasiiholm has long been connected with the mainland; but in the Södermalm, the Kungsholm, the Skeppsholm, and Kastellholm the bare granite rock is often seen protruding in the midst of the houses.

History. In early Swedish history Sigtuna (p. 318) and Gamla Upsala (p. 322) were the centres of the national life. The foundation of Stockholm dates from *Jarl Birger of Bjelbo* (p. 294), who in 1255, on the site of a settlement which had been repeatedly destroyed by pirates and hostile tribes (the Esthonians and Carelians, about the year 1188), fortified the islands now called *Staden*, *Helgeandsholmen*, and *Riddarholmen*, with towers and walls, and made them the capital of his dominions. It was long before the city extended beyond these islands. The increasing population had several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. onwards the citizens were enabled to extend their borders in peace. About the middle of the 17th cent. the precincts of the city were extended so as to embrace the N. and S. suburbs, and the former was built in accordance with a regular plan. In consequence of great fires in 1697, 1725, 1751, 1759, 1835, and 1857 the old timber-built houses have gradually been replaced with substantial stone edifices. About the middle of the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, in 1870 to 136,000, in 1882 to 174,706, and it has now reached 259,300.

Staden, or the old town, on an island at the mouth of Lake Mälaren, is connected with the N. suburb of *Norrmalm* by the *Norrbro* (p. 290) and the *Vasabro* (Pl. D, 4; completed in 1878), and with the S. suburb of *Södermalm* by '*Slussen*', or the sluice-bridge (Pl. E, 6; p. 308). The N. and S. suburbs are also connected by the great *Railway Bridge*, which crosses the two arms of the *Riddarfjärde* and the island of *Riddarholm* between them.

I. STADEN AND RIDDARHOLMEN.

The best survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is obtained from the ***Norrbro** (Pl. E, 4), a handsome bridge of seven granite arches, completed in 1797, spanning the short river which forms the chief efflux of Lake Mälaren, and connecting the Norrmalm and Staden. Part of it stands on the E. side of the small *Helgeandsholm*, the old buildings in which have been removed to provide a site for new edifices for the National Diet and the National Bank. On the E. side of the bridge is the *Strömparterre* (café, see p. 286; steam-launches to the Djurgård, see p. 287), to which two flights of steps descend.

'Hur präktigt speglar ej den strömmen af
Torn, hjeltestoder, slott och sångartempel,
Och aftonrodnan öfver Riddarholmen,
Der Sveriges ära sofver under marmor!' (TEGNÉR).

'Tower, heroes' statues, palace, muses' fane
Stand nobly mirrored in the stream beneath,
While bathed in evening-red glows Riddarholm,
Where, beneath marble, Sweden's glory sleeps'.

From the S.E. end of the bridge the *Skeppsbro* ('ship-quay' or 'bridge'), a broad quay, constructed of granite like all the others at Stockholm, extends round the E. side of Staden, where most of the sea-going steamers, as well as numerous steam-launches, are berthed. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old Mint, with its façade of four columns, now occupied by public offices. (The Mynt-Gata leads thence to the Riddarhus-Torg, p. 293.)

At the S.E. end of the Norrbro, on the N. end of the island of Staden, rises the ***Royal Palace** (Pl. E, 4), begun on the site of an earlier edifice by *Nicodemus Tessin*, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars of Charles XII., but was completed by Count *Karl Gust. Tessin*, son of the first architect, *Hårlemann*, and *Cronstedt* in 1760. This spacious edifice, consisting of ground-floor, entresol, and two upper stories, forms a rectangle 136 yds. by 127 yds., and encloses a court nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge, has a handsome approach, constructed in 1824-34, and called *Lejonbacken* from the bronze lions, cast in 1704, which adorn it. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called *Logården* or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. The central quadrangle, entered by the N.W., S.W., and S.E. portals, is open to the public. The N.E. portal, from which a private flight of steps descends to the Logård, affords a fine view of the harbour.

The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms *(Festivitets-Våningen)* may be visited at any time. The rooms on each floor are shown by a different attendant (*vaktmästare;* fee 1 kr. to each).

The PRINCIPAL ENTRANCE is in the W. wing, by the Guard House. Passing the sentinel, we turn to the left in the gateway and ascend a handsome staircase, with new ceiling-paintings by *Prof. Jul. Kronberg:* Svea, the genius of Sweden, with the Landing of Charles XIV. John, on one side, and Oscar II. receiving the doctor's degree, on the other. On the staircase leading to the third story are Aurora and the Four Elements, and higher up, the Gnardian Angel, all by Kronberg.

On the SECOND FLOOR, to the right, are the sumptuous state-apartments known as the **Festivitets-Våning**, once occupied by Charles XIV. John. Passing through the *Life Guard Saloon*, embellished with arms, the *Concert Room*, and the *Audience Room*, with ceiling-paintings illustrative of the history of Alexander the Great by *Jacques Fouquet* (1700) and some old tapestry, we enter the *Red Saloon*, with allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X. — We next come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding, as are also two adjoining cabinets. The handsome doors, carved in oak by *Henrion* in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet. This room and the following contain a number of sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The *Great Banqueting Saloon* is known as *Hvita Hafvet* ('the white sea'), from its white stuccoed walls. The ceiling-paintings are by Italian artists of the first half of the 18th century.

The FIRST FLOOR of the same wing contains (on the right of the visitor ascending the staircase) the *Privy Council Rooms*, the *Seraphim Saloon* (for the knights of the Seraphim Order, the highest in Sweden, founded in 1748), and the *Riks-Sal* or Imperial Hall, where the ceremony of opening the Representative Chambers takes place. — On the left (of those ascending the staircase) are the *King's Apartments* (Oscar II., b. 1829), adjoined by the *Queen's Apartments* (Sophia, of Nassau, b. 1836). The E. wing (entered from the court) also contains the rooms of the *Crown Prince* and *Princess* (Gustavus, b. 1858; Victoria, of Baden, b. 1862). These apartments contain numerous portraits of members of the royal family, sculptures and pictures by Scandinavian artists, magnificent gifts from foreign sovereigns, and other objects of value (but hardly repay travellers pressed for time). — The S. wing contains the *Palace Chapel* (service on Sundays at 11 o'clock); entrance from the Slottsbacke, on the E. side of the palace, by the stairs on the right. (The stairs on the left lead to the Riks-Sal, see above.)

On the ground-floor and first floor of the N.E. wing (entrance from the Lejonbacke), is the royal ***Lifrust och Kläd-Kammare**, or *Museum of Armour and Costumes*, one of the finest existing collections of the kind (adm., see p. 288; catalogue 50 ö.). On the ground-floor is the KLÄDKAMMARE, or *Costume Chamber*, which contains sumptuous garments worn by Swedish kings and queens from the beginning of the 17th cent. down to the present day; also saddles, caparisons, carriages, the cradle of Charles XII. and the clothes in which he died (see below), a fine silver font of the time of Charles IX., etc. — The first floor contains the LIFRUSTKAMMARE, or *Armour Chamber*, containing suits of armour and weapons of Swedish kings and heroes, trophies, and historical memorials, many of them possessing great artistic value. Observe the gorgeous suit of armour of Charles IX., adorned with the Swedish arms; costly sabres and daggers with gilded Damascus blades, and enriched with emeralds, turquoises, and rubies, presented by the Prince of Transylvania to Gustavus Adolphus; a horse (stuffed) ridden by Gustavns Adolphus at Lützen, and the sword he carried at that battle; a gorgeous double-barrelled gun, presented by Louis XIV. of France to Charles XI.; the sword carried by Charles XII. when he fell at Fredrikshald (p. 81), etc.

The S.E. façade of the Palace, with its colonnade, looks towards the SLOTTSBACKE, or Palace Hill (Pl. E, 4), a handsome *Plats* descending to the Skeppsbro. The Slottsbacke is adorned with an *Obelisk*, 100 ft. high, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens during the war against Russia in 1788-90, while the nobility were hostile to their sovereign (p. lxvii). At the foot of the Slottsbacke, on the Skeppsbro, rises the finely executed ***Monument of Gustavus III.** (Pl. E, F, 4), by *J. T. Sergel*, a Swedish sculptor, erected in 1808 by subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. Fine view of the harbour and the Skeppsholm.

The *Governor's House* (*Öfverståthållare-Huset;* Pl. 30; E, 4, 5), on the S.E. side of the Slottsbacke, with its handsome little court, was erected by *Nicod. Tessin* (p. 290), to whom it originally belonged.

At the S.W. end of the Slottsbacke rises the **Storkyrka** (*Great Church*, or *Church of St. Nicholas;* Pl. 27, E 5), which, according to a modern inscription, was founded by Jarl Birger in 1264, and rebuilt and provided with the unpleasing tower (184 ft. high) in 1726-43. The church was thoroughly restored in 1892. In the interior, which consists of a nave with double aisles, is a rich reredos from Augsburg (beginning of 17th cent.), in silver, ivory, and ebony, with 18 scenes from the Passion. Observe also a brass candelabrum with seven branches, of the 14th cent.; two huge pictures ('Last Judgment' and 'Descent from the Cross') by *Ehrenstrahl* (d. 1698); several ancient tombstones; and the rich silver vessels. (The *Klockăre* or sacristan lives at Svartman-Gatan 222; fee $^1/_2$-1 kr.)

A short street leads to the S. from the Slottsbacke to the STOR-TORG (*Great Market;* Pl. E, 5), the central and highest point of the old town, bounded on the N.W. by the *Exchange* (Pl. 12; business-hour 1 p.m.). In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke and in 1605 the royal counsellor Bjelke were beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here in the vain hope of consolidating his power in Sweden (p. lix).

Numerous steep lanes, called *Brinkar* and *Gränder*, intersected by cross-streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the Westerlång-Gata and the *Stora Ny-Gata* to the W., forming the headquarters of the humbler tradesmen, whose characteristics are not without interest.

In the Svartman-Gata, to the S.E. of the Stor-Torg, rises the

Tyska Kyrka, or *German Church* (Pl. 28; E, 5), erected in 1636-42, and restored after Raschdorff's plans since a fire in 1878. The tower contains a set of chimes. The pulpit and altar were presented by German merchants in the 17th cent.

We now descend to the S.W. to the *Stora Ny-Gata*, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Ny-Gata lies the KORNHAMNS-TORG ('corn-harbour market'; Pl. E, 5), beyond which is Slussen, the bridge leading to Södermalm; or we may cross to Maria-Hissen by steam-launch (pp. 287, 308). Or we may turn to the right from the Kornhamns-Torg to the MÄLAR-TORG and the KÖTT-TORG ('meat-market'; Pl. D, E, 5), over which runs the railway. These quays command fine views of Södermalm. To the N. of the Kött-Torg we reach the *Munkbro* ('monks' bridge'; Pl. D, 5), the scene of the busiest market-traffic.

The RIDDARHUS-TORG (Pl. D, 5), bounded by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa,** designed by *L'Archevêque*, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel von Fersen was lynched by the populace, alarmed by the sudden death of the crown-prince, and believing he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House;* Pl. 35, D 5), a brick and sandstone structure, designed in 1641-74 by *Simon de la Vallée* and others, is adorned with allegorical figures and Latin inscriptions on the façade. In a large room on the first floor, with the armorial bearings of all the Swedish nobles, and ceiling-paintings by *Ehrenstrahl*, the Chamber of Nobles held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of the nobility from 1627 to 1865, except Count Lejonhufvud, who was blamed for the failure of the war against Finland in 1740-43, and beheaded in 1743. Adm., see p. 279. In the court a statue, by J. Börjeson, was erected in 1890 to the chancellor *Axel Oxenstjerna* (p. lxiii).

Adjacent, on the opposite side of the Riddarhus-Gränd, which leads to the Vasa Bridge, rises the **Rådhus** (Pl. 34; D, 5), once the palace of Count Bonde, the royal treasurer, converted into a town-hall in 1731. The large Council Chamber contains views of the city at different periods.

From the Riddarhus-Torg a bridge leads to the S.W. to the RIDDARHOLM (Pl. D, 5), and the ***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. high. It was formerly a church of the Franciscans, and has for centuries been the burial-place of the Swedish kings and heroes. The building is Gothic, disfigured by Renaissance additions. Divine worship has not been

performed here since 1807, except in the case of royal funerals. The principal entrance is at the W. end. (Adm., see p. 288.)

The walls of the church are blazoned with the armorial bearings of the deceased knights of the *Seraphim Order* (p. 291; including those of the German Emperors William I. and Frederick III.), and the pavement is formed of tombstones. Flanking the high-altar are the *Monuments of Kings Magnus Ladulås* (d. 1320) and *Charles VIII.* (d. 1470), erected in the reign of John III. (16th cent.). On the right (S.) is the *Burial Chapel of Gustavus Adolphus (Gustavianska Grafkoret)*, constructed in 1633 according to the king's order issued in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the monarch's death (at the battle of Lützen, 6th Nov., 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolfus Magnus.* In front of the sarcophagus are placed the king's banner, borne at Lützen, the royal Swedish banner, and a flag presented by Oscar II. in 1882, bearing the names of the regiments of the yellow brigade which distinguished itself at Lützen. Between the windows of the chapel are placed German, Russian, and other flags as trophies of the king's victories. In the vault below are interred *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus; kings *Adolphus Frederick* (d. 1771), *Gustavus III.* (d. 1792), *Gustavus IV.* (d. 1837; p. lxvi), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the church is the *Carolinian Chapel (Karolinska Grafkoret)*, constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in brass, with crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left reposes his queen *Ulrica Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies of Polish, Danish, and Russian flags. In the vault below are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel (Bernadotteska Grafkoret)*, built from a design by Prof. Scholander in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John* (d. 1844). The vault contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and his queen *Josephine*, of *Charles XV.* (d. 1872), and other princes.

In the aisles of the church are the burial-vaults of *Count Lejonhufvud*, with numerous Russian flags; Counts *Wachtmeister* and *von Fersen*, also with Russian flags; Count *Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous German and other flags; *Count Vasaborg*, with German flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour and a large portrait of the marshal (d. at Halberstadt, 1641) and many German flags.

On the Riddarholm are also situated the *Riksdagshus* or Hall of the Diet (Pl. 36; D, 5); the *Svea Hofrätt* or Appeal Court (Pl. 18), occupied by the royal family in 1697-1754, and lately enlarged; the *Riks-Arkiv* (Pl. 5; p. 288), and other public buildings.

In the centre of the island rises the ***Statue of Birger Jarl** in bronze, designed by *Fogelberg*, and erected by the citizens in 1854. — The *Railway Bridge* (p. 282), crossing the Riddarholm, has a foot-way on the N.E. side, leading to the islet of *Strömsborg* (Pl. D, 4; restaurant), and to the swimming-school.

II. THE NORTHERN QUARTERS OF THE CITY.

At the N. end of the Norrbro (p. 290) lies the GUSTAF-ADOLFS-TORG (Pl. E, 4), in which rises a lofty pedestal of Swedish granite and marble bearing an equestrian **Statue of Gustavus Adolphus**, in bronze, designed by *L'Archevêque* in 1777, and erected in 1796. The pedestal is adorned with bronze reliefs of the Swedish generals Torstensson, Wrangel, Banér, and Königsmark. On 6th Nov., the anniversary of the great king's death (p. 294), the citizens crowd round the monument, singing national songs and the lines composed by Gustavus himself before the battle of Lützen ('Förfäras ej du lilla hop', 'fear not, thou little band').

On the W. side of the Gustaf-Adolfs-Torg rises the *Palace of Prince Eugène*, the heir to the throne (Pl. 31; D, 4), erected in 1783-93. — The *Stora Teater* ('Great Theatre'; Pl. 40, E, 3, 4; p. 288), erected in 1775-82 by Gustavus III., who was an enthusiastic patron of the national poetry, has been pulled down, and a new building is being erected on its site (Café-Restaurant in the E. part, see p. 287). It was in this theatre, at a masked ball on 15-16th March, 1792, that Gustavus III. was assassinated by Capt. Ankarström.

To the N., opposite, is the *Jacobs-Kyrka* (Pl. 23; E, 3), where Marshal Gustaf Horn is interred (d. 1659). The interior was effectively restored in 1893.

The adjoining promenades of the KUNGSTRÄDGÅRD ('King's Garden'; Pl. E, 3) are adorned with statues of two Swedish monarchs and a handsome fountain. Near the quay rises the ***Statue of Charles XII.**, by *Molin*, surrounded with four mortars captured by that king, after whom this part of the *plats* is called *Karl den Tolftes Torg*. The **Fountain** in the centre of the grounds, also by *Molin*, is embellished with allegorical bronze statues ('Aegir and his daughters visiting the river-god', an allusion to the situation of Stockholm between lake and sea). To the right, on the E. side of the grounds, rises the *Dramatiska Teater* (Pl. 41, E 3; p. 288), erected in 1842. A little to the N. of the fountain rises the **Statue of Charles XIII.**, erected by Charles XIV. John to his adoptive father, designed by *Prof. Göthe*, and cast at Paris. The fine lions at the foot of the monument are by *Fogelberg*. — To the N.W. of the statue is the building of the **Konstförening* (Pl. 19, E 3; exhibition, see p. 288), with *Blanch's Café* (p. 286) on the ground-floor. Adjacent, Hamn-Gatan 20, are *Blanch's Picture Rooms*. — To the N. is the *Svea Hall*, in the Moorish style (concerts and variety-theatre in the evening). The Bibliotheks-Gata leads hence to the Humlegård (p. 299). — To the right, near the *Panoptikon* (p. 288), lies the BERZELII PARK (Pl. E, 3), with a **Statue of Berzelius** (d. 1848), the chemist, by *Qvarnström*, and *Bern's Salonger* (p. 286). — To the S. of the Berzelii Park is the Warendorfs-Gata, with the *Synagogue* (Pl. 39; E, 3), by Prof. Scholander, erected in 1870.

To the **N.E.** of the park, the **Östermalm** quarter of the city has sprung up within the last 10-15 years, and contains some of the most tasteful modern buildings in Stockholm, *e.g.* in the Birger Jarls-Gata, at the beginning of the Sture-Gata, and in the busy Stureplan (Pl. E, 2). At the Östermalms-Torg are the *Hedvig Eleonora Kyrka* and the *Artilleri-Gård* (Pl. F, 2) with an historical museum of artillery and small arms (adm., see p. 288). To the S. are the *Royal Stables*, built in 1893. — In July the *Guards' Barracks* (Pl. G, H, 2) are adjoined by a *Training Camp*, containing about 1200 infantry and artillerymen (visitors admitted). — This quarter is bounded on the S. by the *Ladugårdslandsvik*, a bay along which runs the *Strandvägen* (Pl. F, G, H, 3), leading to the Djurgård (p. 309).

From the Gustaf-Adolfs-Torg (p. 294) diverges to the W. the busy *Freds-Gata*, at the end of which, on the right, is the *Akademi för de fria Konsterna* (Pl. 1; D, 4), founded in 1735 for the education of painters, sculptors, and architects, and now being rebuilt. — Near it is the *Post Office* (Pl. 33; D, 4).

From the Gustaf-Adolfs-Torg and the Freds-Gata run several other important streets, chief of which are the *Drottning-Gata* and the *Regérings-Gata*. Between these streets lies the *Brunkebergs-Torg* (Pl. D, 3), on the site of a sand-hill now removed. In the Malmskillnads-Gata, to the N., is the lofty *Telephone Tower* (10,000 connections). Here also is the *Central Gymnastic Institution* (Pl. 17; D, 3), founded in 1813 by *P. H. Ling* (d. 1839).

Between the Drottning-Gata and the Railway Station rises the **Klara-Kyrka** (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285, and lately well restored. It contains sculptures by *Sergel*. ('Klockäre', Klara Vestra Kyrko-Gatan 14 A.) In the adjoining churchyard reposes the poet *Bellman* (d. 1785; p. 310). To the S. of the railway station a statue, by J. Börjeson, was erected in 1893 to *Nils Ericsson* (p. 268).

At No. 36, Mäster-Samuels-Gata, a side-street of the Drottning-Gata, is the **Geological Museum** (Pl. 38, D 3; adm., p. 288), containing specimens of the various Swedish rock-formations and building-materials (porphyry, granite, gabbro, etc.). In the same building is the *Polytechnic* (*Tekniska Skolan;* p. 288). — The Tunnel-Gata, another side-street of the Drottning-Gata farther on, communicates by a tunnel (adm. 2 ö.) at its E. end with the David Bagares-Gata and the Humlegård (p. 299).

In the Drottning-Gata, about 7 min. to the N.W. of the Klara-Kyrka, is the ***Northern Museum** (Pl. 13; C, 2), an interesting collection of Scandinavian curiosities, founded by *Dr. Arthur Hazelius* in 1873, and greatly extended since. The collections are deposited in several different houses, pending the completion of the new building (p. 310). The attendants are women in the costume of Darlecarlia. Illustrated catalogue. (Adm., p. 288.)

We begin with the SWEDISH SECTION, in the S. Garden Pavilion, Drottning-Gatan 71 A.

I. ROOM (to the left of the entrance): articles for sale. — II. ROOM (to the right of the entrance): prehistoric relics. — III. ROOM (ante-chamber): paintings from peasant-life in Småland. — In a straight direction, IV. ROOM. Peasant girl from *Blekinge;* *Interior of a house in the district of Ingelstad in *Skåne*, with figures in the costume of the end of the 18th century; room from *Halland*, first half of this century; peasant's room from Wingåker in *Södermanland*, 1820, with a girl receiving congratulations on her approaching marriage. In the glass-case by the window are various utensils, costumes, and trinkets, from *Skåne*, *Blekinge*, etc., of the 18th century. — V. ROOM. Glass-case containing tankards and other utensils from *Östergötland*. Stand with movable frames containing views and costumes. On the walls are primitive harness, tools, etc., from *Westergötland* and *Östergötland*, and Runic staves. — VI. ROOM. Articles from *Småland:* bridal trinkets, etc. In a case by the window, badges worn by the peasant-women of Wärend in memory of their bravery in fighting against the Danes. — VII. ROOM. Articles from *Småland*, *Gotland*, *Halland*, *Bohus-Län*, etc., including 'Bonader' or hangings used to adorn the walls at Christmas. — VIII. ROOM. Articles from *Skåne;* group from Wemmenhög; ancient looms and woven stuffs; silver ornaments, including 'Ellakors' or crosses worn as charms against the fairies.

We next visit the N. Garden Pavilion, Drottning-Gatan 71 C.

I. ROOM (to the right of the entrance). Objects from *Finland*, with a performer on the 'Kantele' (guitar). — II. ROOM (to the left of the entrance). Costumes and utensils nsed by Swedish settlers in *Esthonia* and *Livonia;* carved wood from N. Germany. — III. ROOM (ante-chamber). Danish mangle-boards. — IV. ROOM. Female costumes, domestic utensils, etc.), from *Denmark* and *Schleswig;* woven stuffs and pottery from *Copenhagen* and *Holland;* landscapes and costumes from *Denmark*, *Esthonia*, and *Iceland*. — V. ROOM. On the right, a sledge used by Charles XII. during his last campaign (p. 81). Wooden beer-tankards, harness, etc. Groups in *Helsingland* and *Lapp* costumes. In glass-cases by the window are weapons, tools, Runic staves, female ornaments from *Gestrikland* and *Helsingland;* objects from *Herjedalen* (specimen of Nödbröd or Fladbröd, partly made of bark), *Jemtland*, *Angermanland*, *Medelpad*, *Westerbotten*, and *Lapland*. Among the last are 'Seitar' or curiously shaped blocks of granite, worshipped by the Lapps, and magicians' drums. Objects from *Greenland*. — VI. ROOM. Costumes, etc., from *N. Sweden* and *Greenland*. Historical relics. — VII. ROOM. Looms, boxes and caskets.

The chief part of the collection is on the first, second, and third stories of Drottning-Gatan Nos. 77 & 79. Entrance by No. 79 (adm., see p. 288).

FIRST FLOOR. *Rooms I-IV.* Objects from ancient guilds, such as masterpieces of handicrafts, guild-stamps, safes, mugs, and tankards. — *Room V.* contains *Prof. And. Berch's* (of Upsala; d. 1774) 'Theatrum œconomico-mechanicum', an interesting collection of models for object-teaching. Specimens of Swedish writing and printing, book-binding, etc.

We return to the first room in order to reach the other rooms on this floor, which contain objects illustrating the life of the upper classes. — *Room VI.* Store-room. — *Room VII.* Ornaments in stone. — *Rooms VIII and IX.* Objects cast and embossed in bronze, brass, and pewter. — *Room X.* Articles in wrought iron, including a church-door from Sweden, with mountings of the 13th century. — *Room XI.* China, glass, and porcelain. — *Room XII.* Tiles and pottery.

A few steps lead down into No. 77 Drottning-Gatan. *Room XIII.* Mediæval furniture and carved wood; wooden font of the 13th cent., with pagan carvings; Norwegian church-doors. — *Rooms XIV-XIX.* Furniture and other articles in the styles of the Renaissance, Rococo, and Louis XVI. periods (the last known in Sweden as Gustavian), and of the empire. — *Room XX.* Kitchen-utensils; looms, etc. — *Room XXI.* Sun-dials and sand-

glasses; Rnnic staves; ancient Swedish copper money, and a 'Frax' or leathern sack to carry it on journeys. — We return to Room XIII., and next enter *Rooms XXII.* and *XXIII.*, containing ecclesiastical objects; pictnres; a pulpit from *Ronneby;* mass-vestments; altar-fnrniture; censers, etc.

Second Floor. — *Room I.* Sedan-chairs, perambulator of Charles XV., harness, saddles. — *Room II.* Embroidery, lace, children's dresses, dolls. — *Room III.* Rich costnmes of the 17th and 18th cent.; 'Brudstnbb' (bridal petticoat) of 1700, and Gustavus III.'s Swedish national costume. Figures of the 'cursor' and the janitor of Upsala University. — *Room IV.* Objects used in the Jewish ritual; patents of nobility, orders. — *Room V.* Musical instruments. — *Rooms VI. and VII.* Uniforms and arms of the 15-18th cent.; portrait-figure of Charles XII. — *Room VIII.* Equipments for wolf and bear hunting. — *Room IX.* Instruments of torture; objects illustrating superstitions. — *Room X.* Fire-extingnishing apparatns; objects connected with the postal and cnstoms services. — We return through Room II. to *Rooms XI-XIII.*, containing portraits and relics of Swedish and Danish kings and celebrities (*Linnæus, Berzelius, Tegnér, Thorvaldsen, Höckert,* etc.). — A flight of steps descends hence to Drottning-Gatan No. 77 (see below).

Third Floor. *Rooms I-IV.* Objects from *Dalecarlia* or *Dalarne.* In I. a '*By-kladd*' (parish register), or staff inscribed with the names of 100 land-owners in the village of Färnäs and its public acconnts down to 1857. Cowherd's horns, etc. In II. Runic Calendar. Room from Rättwik, with a group representing 'the little girl's last resting-place' after the pictnre by Amalia Lindegrén. In III. Gronps of peasants from Mora and Orsa; locks, arms; birch-bark cradles, in which infants are carried to baptism. In IV. Costumes from Dalecarlia; domestic objects. — *Room V.* Articles from *Upland.* — *Rooms VI. and VII.* Objects from *Westmanland, Södermanland,* and *Nerike.* — *Room VIII.* Objects from *Wermland.*

We now return to the second floor and descend by the staircase mentioned above to the —

Norwegian Collection, which occupies twelve rooms on the second floor of Drottning-Gatan 77.

Rooms I-IV. Fragments of buildings and rustic furniture, carved boards and posts, bedsteads, cabinets, and chairs; blocks of wood with human teeth driven into them, used as a charm against toothache. — *Room V.* Travelling requisites, sledges, harness, saddles, stirrups, a fine bedstead from the Romsdal, old tapestry. In the glass-cases at the windows are riding-whips, basket-work, and two '*Budstikkor*' (wooden cases for official messages, which the peasantry of each parish were bound to carry to the boundary of the next parish). — *Room VI.* Drinking-vessels, a 'Högsäte' (*i.e.* a bench used as the seat of honour). — *Room VII.* Drinking-vessels, small carved household utensils, and pictures (girl from Telemarken, man and woman from the Numedal, group from the Hitterdal, a Lapp woman and child). Movable frames containing figures in Norwegian costume. Carved mangle-boards. — *Room VIII.* Ornaments and weapons, embroidery, handsome old belts from the Sætersdal (p. 4); powder-horns of the 16-18th cent.; old halberds, spears, and other weapons. — *Room IX.* Musical instruments; Norwegian '*Primstave*' (calendar-staves) and rustic furniture; in the glass-cases, snuff-horns and snuff-boxes. — *Room X.* Objects from Iceland. — *Room XI.* Domestic utensils from Norway; scythes, sickles, looms, etc. — *Room XII.* Norwegian furniture; cabinets, carved cupboards, chests, etc.

A supplementary section has been established on the first floor of Drottning-Gatan 88.

Room I. Objects connected with seafaring: canoes, galleons, votive ships from churches, hatchets, grapnels, ship's lanterns, and cables. — *Room II.* Rococo objects: observe in particular a suite of fnrniture for the royal palace, covered with tapestry, said to date from the first half of the 18th cent. (probably of Stockholm workmanship). — *Room III.* Renaissance objects, including a collection of relics from German guilds. — *Room IV.*

N. Frisian room in 17th cent. style, reconstructed by H. Sauermann, director of the Flensburg museum, after a model at Hallig Hooge on the W. coast of Slesvig; also a collection of wood-carvings of the 16-18th cent. and a Dutch loom introduced by *Jonas Alströmer* in 1720, probably the first used in Sweden. — We return through Room IV. to *Room V.* Woodwork, mediæval, and of first half of 16th century. — *Rooms VI-VIII.* Pharmaceutical collection; in Room VI. retorts, distilling apparatus, and other laboratory vessels; in Room VII. apothecary's utensils and memorials of the Swedish apothecary *K. W. Scheele* (p. 300); in the centre an alchemist's furnace and a receptacle for poisons; also several tastefully executed German drug-cases. In Room VIII. a complete apothecary's shop, from the 'Apotheke' of the palace in Drottningholm.

In the Rörstrands-Gata, diverging to the S.W., rises the Gothic **English Church** (Pl. 21; B, 2).

On the right side of the Drottning-Gata, nearly opposite the Rörstrands-Gata, is the **Academy of Science** (*Wetenskaps-Akademi;* Pl. 4, C, 1, 2), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was *Karl v. Linné* (*Linnæus;* 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building contains the valuable and interesting **Natural History Collection*, the property of the state (adm., p. 288).

To the E. of the Academy rises the **Adolf-Fredriks-Kyrka** (Pl. C, 1, 2), designed by *Adelcrantz*, erected in 1768-74. It contains an altar-piece (Resurrection) in plaster, by *Sergel*, and a monument, with sculptures by *Sergel*, to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661. Sergel is buried in the churchyard. — Farther to the N.E. is the new Gothic *Johannes-Kyrka* (Pl. D, 1), by Carl Möller.

In the Drottning-Gata, on the left, a little beyond the Academy of Science, is the *Technical High-School* (*Tekniska Högskolan;* Pl. 46, B 1), designed by Prof. Scholander, and erected in 1863; with which is connected the *Bergskola* or School of Mining. Library and collections open Mon. and Thurs. 12-2. On a height at the end of the Drottning-Gata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.). — To the N.W. of this point is the new quarter of *Wasastaden* (see Map, p. 308).

The **Humlegård** (Pl. E, 1), a park laid out in the 17th cent., has recently been entirely remodelled by Director *Medin*, the City Gardener of Stockholm, and transformed into a beautiful modern pleasure-ground, with flower-beds and tropical plants. In it rises the **Riks-Bibliotek** or *National Library* (adm., p. 288), designed by *Dahl*, and erected in 1870-76, containing upwards of 300,000 printed books and 8000 MSS. Among its treasures may be mentioned the *Gigas Librorum*, consisting of 300 large parchments, of the 9-13th cent., the *Codex Aureus*, a Latin translation of the Gospels in golden letters on red and white parchment, and a Latin Bible with notes by Luther (1529), all three taken by the Swedes in the Thirty Years' War, the first two from Prague, the last from

Wittenberg; also, letters of Swedish kings and plans of the battles of Charles XII. — Behind the Riks-Bibliotek, in the middle of the park, rises a bronze *Monument to Linnæus*, erected in 1885, consisting of a colossal figure of the great botanist, surrounded by allegorical statues of Zoology, Medicine, and Agriculture, designed by *Frithjof Kjellberg*. On the 'Flora Hill', a little to the N., rises a good statue, by Börjeson (1892), of *K. W. Scheele* (1742-86), the discoverer of oxygen, hydrofluoric acid, and tartaric acid.

In the Karlavägen, which lies to the N. of the Humlegård and runs towards the E., stands the *Palace of Industry* (Pl. G, 1), a permanent exhibition of Swedish and foreign products, with a winter-garden and restaurant (p. 288; tramway, see p. 286). — The Artilleri-Gatan leads hence to the S. to the Artillerigård (p. 296).

III. THE NATIONAL MUSEUM.

At the S. end of the *Blasiiholm*, the Blasiiholmshamn or broad S.W. quay of which is approached from Karl XII.'s Torg, rises the ***National Museum** (Pl. F, 4), erected in 1850-66 from a design by *Stüler* of Berlin, a handsome edifice in the Renaissance style, with rouud-arched Venetian windows and a portal of greenish Swedish marble. Over the portal are medallion-reliefs of six famous Swedish scholars and artists: Fogelberg, the sculptor; Ehrenstrahl, the painter; Linnæus, the botanist; Tegnér, the poet; Wallin, the writer of hymns; Berzelius, the chemist; and statues of Nicod. Tessin, the architect, and Sergel, the sculptor. The collections are: on the Ground Floor the *Historical Museum* and the *Cabinet of Coins;* on the First Floor the *Art-Industrial Collections* and antique and modern *Sculptures;* on the Second Floor the *Picture Gallery* and the *Drawings* and *Engravings*. Adm., see p. 288; catalogues in each department, and at the entrance.

GROUND FLOOR. On entering the vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg:* below, on the right Odin, on the left Thor, and above them Baldur. Opposite the entrance is the —

****Historical Museum,** or *Museum of Swedish Antiquities*, a most valuable collection of objects from the earliest times down to the present day, founded in the 17th cent., and much extended by the late director, *Hr. B. E. Hildebrand*. The museum is admirably arranged, and is one of the finest of the kind in existence. The present director is *Dr. H. Hildebrand*. (See ground-plan, p. 308.)

A glass-door leads into the Vestibule, where the excellent English *Catalogue by O. Montelius* may be purchased (2 kr.). We turn to the left. The black figures on white ground indicate the order in which the objects should be examined. See also pp. xli, xlii.

Rooms I. & II. Objects of the Stone Age (*'Stenåldern'*), a prehistoric era when the use of metal was unknown, and when the most necessary implements were made of stone, bone, or wood. The chief objects

here are arrow-heads, axes, earthen vessels, and amber beads. The classified objects in the wall-cabinets and in one of the cases have been found mostly in Skåne. The remaining cases contain objects, partly from ancient tombs, found in other districts of Sweden. Among these are flint-implements, fine battle-axes, the contents of tombs with the bones of domestic animals, and characteristic objects in slate from the northernmost districts of Sweden. Room I. also contains several models of tombs.

Room III. Objects of the Bronze Period (*'Bronsåldern'*), when the inhabitants of Sweden came for the first time into contact with the more civilised natives of Asia and S. Europe. Among the most noticeable are a shield (No. 1) and an Italic bronze vessel with embossed ornamentation (fonnd in Skåne), gold cups and gold bracelets, a dagger (21) found in West Götland, other handsome daggers, swords, battle-axes, and vessels with rich ornament.

Objects of the Iron Age (*'Jernåldern'*; comp. p. xli). The earliest of these show traces of Celtic influence; a later group has been affected by Roman provincial culture, while more recent objects are akin to the Frankish and Alemannic antiquities of W. Germany of the period during and after the migrations. In the same room is the rich collection from the Island of Gotland, embracing a period of over a thousand years. We begin with No. 1. No. 2 shows Roman influence; No. 4 illustrates the period of migration; beside it are the contents of a tomb, including an Indian shell; some of the brooches are highly characteristic. The collection of silver ornaments (No. 8) from this island is also very rich. — Room III. also contains objects of the earlier iron age found on the mainland of Sweden, including four of Roman origin (large bronze vase with inscription, statuettes, glass drinking-horn, etc.), superb neck-rings with filigree ornamentation (7c), and many other gold ornaments. Observe also the valuable relics from the tombs of Vendel, where several warriors were fonnd interred in their ships (comp. p. 323).

Room IV. Objects of the later Iron Age, from the mainland of Sweden. We note here the objects found at the Björkö in Lake Mälaren, where the oldest Christian burial-place in Sweden was re-discovered, and the valuable collection of silver ornaments. Also copies of a rock in Södermanland, with Runic inscription and a design from the Siegfried Saga, and of a large Runic stone near Rök in Östergötland, with the longest Runic inscription that has been preserved.

Next, the Mediæval Collection (*'Medeltiden'*): objects of the 11th to the beginning of the 16th cent.

Room V. Ornaments, church-furniture, and vestments of the 14th, 15th, and beginning of 16th cent., including a treasnre buried at Dune in the 14th cent. (No. 9, in the two cases in the centre, in front of the window), and a votive figure in wood (1489) of St. George from the Storkyrka at Stockholm.

The Royal Cabinet of Coins (director, *Dr. H. Hildebrand*) occupies an adjoining room (to the N.E.). Swedish medals are exposed to view in glass-cases, but the coins are kept in presses, and are shown by special permission only.

Returning to the vestibule from Room V., we turn to the left to visit Rooms VI. and VII., which contain objects of the Modern Period (*'Nyare tiden'*) in five sections: 1523-1611, 1611-1654, 1654-1718, 1718-1809, and 1809 to the present time. Some of the objects here are of great value.

We now return to the staircase, pass the 'Garderobe', ascend the white marble stairs to the —

FIRST FLOOR, and by a door on the left enter the —

Ceramic Collection, in two rooms, containing 4750 specimens.

Room I. To the left of the entrance is a large Moorish-Spanish vase; in the first cabinet articles of similar origin, and majolica from Urbino and other Italian manufactories, chiefly purchased by Nicod. Tessin the Younger in Italy at the end of the 17th century. The

next 13 large cases contain French, Dutch, German, and Swedish porcelain, pottery from the Lower Rhine, and Wedgwood ware. The intervening smaller cases contain porcelain from Meissen (Dresden), Vienna, Berlin, Capo di Monte (Naples), the Hague, Amsterdam, Niederweiler, Frankenthal, Nymphenburg, Marieberg (p. 309; 1759-88), Derby, Copenhagen, St. Petersburg, Sèvres (pâte tendre), etc.

Room II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese Chrysanthemum-Peony porcelain, so called after its flower-patterns, and of Japanese 'craquelé' (with glazing purposely cracked), lacquered vases, and vessels with European patterns (Swedish coats-of-arms).

Room III. The **Collection of Sculptures** (catalogue 50 ö.) begins here. This room contains Antiques, chiefly busts of the Roman imperial epoch (66. Bust of *Apollodoros*, an Athenian, with a Greek inscription); 45. Colossal bust of Venus. The gem of the collection is in the centre: *1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III. Handsome candelabra, magnificent large marble vase.

Room IV. Antique terracottas, glasses, and bronzes.

Room V. The principal Antiques are exhibited here. They are all in the style of the Roman empire, and many are marred by restoration. Nos. 3-12. Apollo Citharœdus and the Nine Muses; 2. Athena; 201-221. Greek tombstones; 228-236. Roman tombstones. In the centre: *107. Fountain, with an interesting relief relating to Romulus and Remus; 179. Handsome Rhyton (drinking-horn) in marble.

Room VI., a hall containing Egyptian, Assyrian, ancient Greek, and other Casts. Fine view from the windows here and in the following rooms.

Room VII. Casts of works of decorative art.

Room VIII. Modern Swedish Sculptures.

Nos. 357-372. *Johan Tobias Sergel* (1740-1814; founder of the Swedish school of sculpture): *357. Faun; *359. Psyche and Cupid, his master-piece; 362. Colossal bust of Gustavus III. (to whose court the sculptor was invited). 373-376. *Erik Gustaf Göthe* (1779-1838); 377-389. *Johan Niklas Byström* (1783-1848; a pupil of Sergel); 390, 391, 395, 396. *Bengt Erland Fogelberg* (1786-1854); 397. *Carl Gustaf Qvarnström* (1810-67); 769. *Frithjof Kjellberg* (1836-85); 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjeson* (b. 1836). No. 403. Hylas, by *Bissen Sen.*, a Dane; 404. Magdalen, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by *A. Gille* of a colossal bust of Alexander von Humboldt by *David d'Angers;* 402. Marble bust of J. Ericsson (p. 311), by *Kneeland*, an American; 710. Marble bust of Nordenskjöld (p. 307), and bronze bust of A. Fryxell, the historian, by *W. Runeberg*, a Finlander; marble bust of P. H. Ling, the founder of a well-known system of gymnastics (p. 296), by *H. Michelson.*

Room IX., a small apartment containing casts and models by *Sergel* and other Swedish sculptors.

Small Rooms X, XII., containing small objects in wood, bone, iron, etc.

Room XI. contains the collection of glass in four detached cases, the collection of watches, metal objects, etc.

Rooms XIII, XIV. are occupied by the **Collection of Furniture**, arranged in rooms and cabinets fitted up in suitable style. Observe in Room XIII. the ornamental furniture (chiefly Italian), especially two large *Cabinets in ebony. Six rooms, slightly raised, are fitted up in the style of the 16-17th cent., and contain chiefly German furniture. In the centre of the room: Psyche, borne by three amoretti, a group in bronze by *A. de Vries*, brought from Prague. Room XIV. contains a collection of objects in ivory and amber; in two cabinets are arranged rococo and Louis XVI. pieces of furniture of the 18th century.

We now return to the staircase, where a door to the right leads to the small *Egyptian Collection.*

Another marble staircase ascends to the —

SECOND FLOOR, nearly the whole of which is occupied by the picture-gallery. (See the upper Ground Plan, p. 308).

The ***Gallery of Ancient Masters** was formed chiefly during last century. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of Count *Karl G. Tessin*, Swedish ambassador at Paris (1739-42), whose own collection she purchased. Her son *Gustavus III.* followed her example. From that period date in particular the interesting decorative paintings of the French School, and also the best Netherlandish works. The Italian pictures consist of the *Martelli Collection*, purchased at Rome in 1798, and smaller collections purchased later. More recently the gallery has been enriched by gifts from patriotic societies and private donors.

Few of the German, Spanish, and Italian works are of much value, but the French school of last century is better represented here than anywhere out of Paris (large works by *Boucher*, *Desportes*, and *Oudry*, and cabinet-pieces by *Chardin* and *Lancret*). — Several of the best Netherlands masters of the 17th cent. are also admirably represented: *Rembrandt* by his 'Claudius Civilis', a 'Cook', and several portraits; *Rubens* by his two copies from Titian; and *Snyders*, *Jordaens*, *Fyt*, *C. de Vos*, *Steen*, *Hooch*, *Wynants*, *Wouverman*, *Dou*, *Ostade*, *Van Goyen*, *J. van Ruysdael*, and *Van de Capelle* by pictures of great merit; also several rare masters, chiefly of historical value. — Critical Catalogue in Swedish by *G. Göthe* (3 kr.; 1887); French illustrated edition (3½ kr.; 1893). Each picture bears the name of its painter.

The entrance to the Dome Room (p. 307; containing modern pictures) from the staircase is flanked by two antique columns brought from Italy by Gustavus III.; from this room we pass through a door on the right into the rooms of the old masters.

I. The Italian and Spanish Schools occupy a room lighted

from above and three of the six adjoining cabinets. The other three cabinets belong to the Modern Schools (see p. 306).

Saloon. Right side: 133. *Leandro Bassano*, Festival of Cleopatra; 82. *Carlo Dolci*, Magdalen; *Unknown Masters*, 759, Still-life, 761. Lazzarone, 755. Christ crowned with thorns. Left side: 11. *Caravaggio* (?), Judith. — 1st Cabinet (a): 214. *Early Umbrian Master*, The Magi; 84. *Carlo Dolci*, Christ at the house of Simon the Pharisee. — 2nd Cabinet (b): Four sketches by *Tiepolo*, one (188) for a composition in the Cappella Colleoni, in the Cathedral of Bergamo.

II. A room beyond the Italian saloon chiefly contains German and Early Dutch Pictures *(Tyske och Nederländske Målare).*

Nos. 260, 261. *B. Denner*, Portraits of an old man and old woman; 507, 508. *Jan Massys*, Venus, Amorous old man (1566); 257. *L. Cranach Jun.*, Charles V. and John Frederick of Saxony hunting; 370. *Jan Brueghel*, Market (1609); 1080. *L. Cranach Sen.*, Lucretia (1528). — 430. *Fr. Floris (Fr. de Vriendt)*, Sea-gods; 466. *Gillis d'Hondecoeter*, Orpheus; 1371. *Ant. Mor* (?), Portrait (early work, 1538); 1073. *H. Baldung Grien* (?), Mercury.

III. We next reach the Netherlandish School, in a saloon lighted from above and five cabinets.

Saloon. Entrance-wall: 595. *Rubens* (school-piece), The four fathers of the church; 608. *Rubens* (?), Esther and Ahasuerus (a sketch); *607. *Rubens*, The daughters of Cecrops finding Erichthonius (a sketch); 596. *Rubens*, Susanna in the bath (school-piece); *606. *Rubens*, Samson slaying the lion (a sketch); *404. *Van Dyck*, St. Jerome (an early work); *599, *600. *Rubens*, Sacrifice to Fertility, and a Bacchante, copied by Rubens in 1601-8 from Titian's famous works at Rome, now at Madrid; 581, *582. *Rembrandt*, Old man and woman (1655); 585. *Rembrandt*, Portrait of the preacher J. Uitenbogaert (about 1633); 1349. *Rembrandt*, St. Peter (1632). — **578. *Rembrandt*, The conspiracy of the Batavians under Claudius Civilis against the Romans, painted in 1662 for the Town Hall of Amsterdam, and the master's largest work after the Night Watch at Amsterdam, although only the centre of a composition five times the size. — 517. *P. Moreelse*, Portrait; 462. *Unknown*, Cottage among trees; 616. *Jacob van Ruysdael*, Forest-path; **584. *Rembrandt*, 'Portrait of his cook' (1651); *583. *Rembrandt*, His sister (?; 1632); 1429. *F. Bol*, Lute-player; 500. *P. Lastman*, Sacrifice to Juno; *1120. *Judith Leyster* (pupil of Frans Hals), Flute-player; 512. *G. Metsu*, The smithy, a decorative picture of his early period; *637. *Snyders*, Still-life; 488. *Jordaens*, Adoration of the Shepherds (1618); *433. *Fyt*, Dead game (1651); *1159. *Jordaens*, King Candaules tempting Gyges; 420. *Unknown Artist*, Labourers in the vineyard; 639. *P. de Vos*, Stag-hunt; *303. *J. d'Arthois*, Large wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 534. *Moeyaert*, Preaching of John the Baptist (1631); 353. *P. Soutman*, The Evangelists; 1099. *J. Brueghel*, Flower-pot; 409. *Unknown Flemish Master*, Portrait of a woman; 689. *C. de Vos*, Card-players; 601. *Rubens*, The Graces.

I. Cabinet: 423. *B. Fabritius*, Family at table (1650); *418. *G. van den Eeckhout*, Satyr and peasant; 442. *J. van Goyen*, Halt by a farm; 588. *Moeyaert*, The angel leaving Tobias; *576. *Rembrandt*, St. Anastasius in his cell (1631); *443. *J. van Goyen*, Dordrecht (1655); *P. de Hooch*, *473. Woman by a cradle, *471. The letter; 539. *Th. de Keyser* (?), Family portraits; 672, 673. *W. van de Velde*, Small sea-pieces; 1386. *P. Codde*, Domestic scene; 1412, 1413. *J. Lüttichuys*, Portraits.

II. Cabinet: 310. *C. Bega*, Music-lesson (1663); 356. *R. Brakenburgh*, Dance (1699); 548, 549, 554. *A. v. Ostade*, Small portraits; *1117. *Unknown*, Old woman reading (1658); *550. *A. v. Ostade*, Peasants amusing themselves at their door (1660). — *A. v. Ostade*, 551. Advocate at his study-table (1664); 552. Interior (1643). 721, 722, 1143, 1153. *J. Wynants*, Landscapes; 1325. *B. Cuyp*, Resurrection; 682. *S. de Vlieger*, Oak-wood; *G. Dou*, 393. Mag-

dalen, 394. Portrait of himself(?); *Is. van Ostade*, 557. Youth, 1394. Interior; 1387. *P. de Molyn*, Landscape.

III. Cabinet: 657, 658, 660. *Ochtervelt*, Genre-pieces; 618. *J. van Ruysdael*, Seaside-village (an early work); 617. *G. du Bois*, Landscape; 647. *J. Steen*, Card-players; 593. *Unknown (H. M. Sorgh?)*, Butcher; *562. *J. van de Capelle*, Calm sea (1649); 667. *A. van de Velde*, Young shepherd (an early work; 1657); *683. *H. van Vliet*, Interior of St. Ursula's at Delft; 510. *G. Metsu*, Card-players; 677. *C. Verhout*, Sleeping pupil (1663); 326, 327. *A. van Beyeren*, Fish.

IV. Cabinet: 305. *P. van Asch*, Landscape; 485. *K. du Jardin*, Cattle pasturing (1657); 701, 702. *J. Wouverman*, Summer, Winter; eleven pictures by *Ph. Wouverman*, the best Nos. *709 and 714 (Winter-scene, Bridge).

V. Cabinet: 453, 1181. *J. de Heem*, Still-life; 483. *Karel du Jardin*, Italian landscape; 1084. *F. de Moucheron*, Landscape; 594. *W. Romeyn*, Ox in a grotto.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture-gallery, and also flanked with antique columns, leads to the —

Gravyr-Sal, containing the Collection of Engravings and Drawings, the nucleus of which consists of works purchased at Paris by Count Carl G. Tessin (p. 303; Crozat Collection).

The Collection of Engravings (catalogue 25 ö.) consists of over 80,000 plates. The specimens exhibited in the glass-cases are changed from time to time. On the walls are hung several large paintings by Swedish masters: 1058, 1250. *M. E. Winge*, Subjects from northern mythology; 937, 938. *J. E. Bergh*, Landscapes; 1396. *G. von Rosen*, Nordenskjöld.

The Drawings, particularly those of the Netherlands Schools, are also very valuable. Observe a large and admirable portrait by *Lucas van Leyden;* about a dozen genuine drawings by *Rubens* (including studies for the Rustic Dance and the portraits of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, of rare excellence (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade;* above all, many admirable an important drawings by *Rembrandt*, about 50 of which are kept in the portfolios. These last are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manoah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

IV. We next visit the French Pictures, in a room lighted from above and a cabinet.

Saloon (*Fransk Sal*): 1326. *Jouvenet*, St. Bruno; *845. *Lancret*, Woman skating; 884. *H. Rigaud*, Portrait of Cardinal Fleury; 891-897. *J. Vernet*, Landscapes; 785. *Chardin*, Still-life; 846. *Van Loo*, Louis XV., full-length. *Fr. Boucher*, **770. Triumph of Galatea, perhaps the artist's masterpiece (1740); 768. Toilet of Venus (1746); *769. Venus and the Graces bathing; *771. Leda and the swan. Then, 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 854. *Le Moyne*, Venus and Adonis (1729); 883. *H. Rigaud*, Portrait of Charles XII. in full armour; 861-864, 866, 867, 870, 872. *J. B. Oudry*, the greatest being *867. (Stag-hunt); 1314. *N. Largillière*, Count E. Sparre; 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744); 798, 790, 801, 797. *Fr. Desportes Sen.*, Large still-life pieces and decorative pictures; 773. *Fr. Boucher*, 'Pense-t-il au raisin' (1747); 813. *G. Poussin*, Landscape.

Cabinet: 778, etc., *Chardin;* 772. *Fr. Boucher*, The toilet (1746); *843, *844. *Lancret*, The swing, Blind-man's-buff; *874. *Pater*, The bathers; 888. *H. Taraval*, Venus and Adonis.

The next four cabinets contain Flemish and Dutch paintings.

I. Cabinet. Left of the entrance: *407. *Unknown (C. de Vos?)*, Drawing-room of Rubens; *653, 654. *D. Teniers Jun.*, Four smokers at a table (about 1648), Tavern (1661); 603. *Rubens*, Susannah in the bath (small

1614); 640. *Snyders*, 1146. *J. van Es*, Still-life; 602. *Rubens*, Two naked children (sketch); 1183. *J. d'Arthois*, Landscape; 1393. *D. Seghers*, Flowers.

II. Cabinet: 623. *D. Ryckaert Jun.*, Rustic interior; 434, 435. *J. Fyt*, Still-life; 1292. *M. van Helmont*, Rustic festival.

III. Cabinet: 528. *H. Mommers*, Landscape; 1389. *S. Verelst*, Flowers.

V. The corridor now leads to four rooms dedicated to the Early Swedish Masters, the best of whom was *Dav. Klöker Ehrenstrahl* (1629-98). A self-portrait by him (949) is in the fourth room. The cabinet adjoining these rooms contains a large work (No. 1032) by *Wertmüller*, representing Marie Antoinette and her children in the park of the Trianons (1785). — Beyond are cabinets of Water Colours (A.) and Pastels (P.), the second also containing a case of miniatures.

VI. **Modern Northern Schools,** mainly offshoots of the schools of Düsseldorf, Munich, and Paris. Most of the older Norwegian artists were trained in Germany, where many of them resided. About half of the Swedish masters have gone for their art-education to Germany, and the rest (the younger) to Paris. A few Danish masters are also represented here. This part of the gallery occupies a saloon lighted from above, six adjacent cabinets, and the antechamber (dome room). Our list comprises the more eminent of these artists, whose nationality is indicated by S., N., and D.

Saloon *(Svensk Sal)*. Left end: *1154. *G. von Rosen* (S.; b. 1843), King Eric XIV. signing a death-warrant, with Catherine Månsdotter and Göran Persson. — Left side-wall: *1381. *J. Kronberg* (S.; b. 1850), Saul and David; 1319. *A. Tidemand* (N.; 1814-76), The fanatics; *1138. *P. G. Wickenberg* (S.; 1812-46), Dutch coast; 999. *B. Nordenberg* (S.; b. 1822), Tithe-day in Skåne; 1223. *J. A. Malmström* (S.; b. 1829), Dance of elves; 1520. *C. H. d'Unker* (S.; 1828-1866), The pawnbroker; 1380. *A. Jungstedt* (S.; b. 1859), Quarry; 1025. *C. H. d'Unker*, Third-class waiting-room. — Right side-wall: 1155. *H. A. L. Wahlberg* (S.; b. 1834), Landscape; 1355. *J. Fr. Höckert* (S.; 1826-66), Burning of the palace at Stockholm in 1697; *1239. *H. A. L. Wahlberg*, Twilight on the sea-coast; 1056. *F. J. Fagerlin* (S.; b. 1825), Jealousy; 1316. *J. Kronberg* (S.; b. 1850), Nymph as a huntress; *967. *J. Fr. Höckert*, Lapland interior; 1398. *E. Peterssen* (N.; b. 1852), Nocturne; 986. *S. M. Larson* (S.; 1825-64), Norwegian landscape.

I. Cabinet: 955. *Fahlcrantz* (S.; 1774-1861), Calmar Castle by moonlight.

II. Cabinet: 1028. *J. W. Wahlbom* (S.; 1810-58), Death of Gustavus Adolphus; 1197. *N. I. O. Blommér* (S.; 1816-53), Neck and the daughters of Ægir, a scene from northern mythology; 1356. *L. A. Lindholm*, Interior.

III. Cabinet: *J. G. Wickenberg*, *1244. Winter landscape, 1245. Landscape with cattle; 1215. *S. M. Larson*, Sea-piece; 1207. *J. F. Höckert*, Wedding party in Lapland.

IV. Cabinet: 1030, 1031. *J. W. Wallander* (S.; 1821-88), Scenes from Bellman's poems (p. 310).

V. Cabinet: 1113. *P. D. Holm* (S.; b. 1835), Forest; 1156. *G. Saloman* (S.; b. 1821), Girl with an open letter in her hand; 1112. *Agnes Börjesson* (S.; b. 1827), Old love; *Fagerlin*, 954. Fisher-boys smoking; 1210. *Aug. Jernberg*, The broken pipe; *1204. *Fagerlin*, On the way to recovery; 1293. *G. v. Rosen*, Portrait; 1059. *G. Rydberg*, Landscape.

VI. Cabinet: 1362. *H. Salmson* (S.; b. 1843), Young gleaner; 1364. *Fagerlin*, Dutch interior; 1402. *C. Skånberg* (S.; 1850-83), Canal Grande at Venice; 1409. *K. S. Flodman* (1863-88), Coast-scene; 1370. *K. A. Lindmann*, Harbour of Stockholm.

We now go through the Saloon and the Dome Room to the three Cabinets adjoining the Italian and Spanish Saloon, mentioned at p. 304. 7th Cabinet (Norwegians): 1275. *Morten Müller*, Norwegian landscape. —

8th Cabinet (Norwegians): 267, 1285, 1336. *C. Hansen*, The visit, The misfortune, Confronting a witness; 1263, 1266, 1264, 1265, 1343. *H. F. Gude*, Among the rocky islands *(Skärgård)*, Old seaman and boy, Mountain-landscape in Wales, Three sea-pieces; 1277. *A. Tidemand*, Fortune-teller and Dalecarlian peasant-woman. — 9th Cabinet (Danes): 1279. *A. Melbye*, Seapiece; 1360. *B. Wegman* (b. 1848), Young mother.

We now return to the DOME ROOM: *1419. *N. Forsberg* (S.; b. 1842), War-scene of 1870-71; 1247. *M. E. Winge* (S.; b. 1825), 1198, 1252. *Arbo* (N.; b. 1831), Scenes from northern mythology; 1026. *Wahlberg*, Swedish landscape; 1282. *C. F. Sörensen* (D.; 1818-79), Sea-piece; *1363. *G. O. Cederström*, Body of Charles XII. (p. 81) on its way to Sweden (winter-scene); 1379. *A. Hagborg* (S.; b. 1852), Beach; 1397. *J. F. Krouthén* (S.; b. 1858), and *E. Rosenberg* (S.; b. 1858), Landscapes; 1431. *C. G. Hellqvist* (S.; 1851-90), King Waldemar Atterdag at Wisby (p. 324); 1382. *C. G. Hellqvist*, Disputation in the Reformation times. Portraits of royal patrons of art and Swedish artists. — We now return to the staircase and descend.

The space in front of the N.W. façade of the Museum is embellished with bronze figures by *J. Börjeson* and *T. Lundberg*, and with the ***Bältespännare** ('belt-duellists'), an admirable group in bronze, the masterpiece of *J. P. Molin*, the Swedish sculptor (1859). It represents one of those deadly old Scandinavian duels in which the combatants were bound together with their belts and fought out their battle with their knives. The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the cause and the result of the combat.

1. DRINKING. '*Är ikke så godt, som godt (de) säga, öl (för) menniskors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 2. JEALOUSY. '*Galna från kloka görer menniskors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men'.) — 3. BEGINNING OF THE COMBAT. '*Drogo de ur skidan skidejern, svärdets eggar till behag (för) trollen*'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. THE WIDOW'S LAMENT. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches'). — See *Pontoppidan's* Første Forsøg paa Norges Historie, 1752, and *Moes'* poem 'Fanitullen'.

From the S. end of the Blasiiholm an iron bridge, the *Skeppsholms-Bro*, leads to the **Skeppsholm** (Pl. F, G, 4, 5), an islet containing the *Karl-Johanskyrka* and the chief military and naval depôts of Stockholm. The most conspicuous building is the *Kanonier-Kasern*, with its four corner-turrets and lofty gables. The island is intersected by fine avenues. On the S. shore, in front of the *Sjökrigsskola*, or Naval School, rises a monument in memory of the Polar Expedition conducted by Prof. (Baron) *A. E. Nordenskjöld* in 1878-80. Fine view of Staden and of Djurgårdsstaden (to which a ferry crosses, 3 ö.).

A wooden bridge connects the Skeppsholm with the small **Kastellholm** or *Castle Island* (Pl. G, H, 5), also a favorite promenade. The tower of the *Citadel* commands an admirable *View of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.; ascent of 94 steps, and then by an iron ladder of 8 steps more).

On this island also stands the pretty club-house of the Stockholm Skating Club *(Skridskoklubben)*. On the shore, to the right, a good restaurant with garden.

IV. SÖDERMALM.

At the S. end of Staden lies the *Sluss-Plan* (Pl. E, F, 6; tramway terminus, see p. 286), adjoined on the W. by the Kornhamns-Torg (p. 293) and on the S. by the *Söderström*, an efflux of Lake Mälaren, through which small vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm. Between the bridges lies an open space called the *Karl-Johans-Torg* (station of the Södermalm steam-tramway), with an equestrian **Statue of Charles XIV. John** (Pl. E, 6), by *Fogelberg*, erected by Oscar I. in 1854. The king is represented in the costume of a Swedish marshal.

The extensive S. quarter of the city, called **Södermalm**, occupies a lofty and picturesque site, with streets following the natural undulations of the rock. One of the chief streets formerly bore the characteristic name of *Besvärs-Gatan* ('fatigue-street'). The great attraction is the view mentioned below.

We turn towards the left from the bridge and reach the ***Katarina-Hissen** (Pl. E, F, 6), or steam-lift, opened in 1883, which carries us in less than a minute to the top of the Södermalm (116 ft.; ascent 5 ö.; descent 3 ö.). On the platform at the top (adm. 10 ö.) is a restaurant, which affords the best **View of Stockholm and its environs. At our feet extends the Saltsjö, enlivened with ships, among which dart small steam-launches in all directions. The most prominent of the buildings of the town are the Palace and the National Museum. To the right lies the Djurgårdsstad, backed by the oaks of the Djurgård and rocky heights; to the left stretches Lake Mälaren. The view has special charms at different hours. — An iron viaduct, 160 yds. long, leads from the platform of the Hissen to the Mosebacke-Torg (Pl. F, 7), on the N. side of which are the *Södra Teater* (Pl. 45) and the garden of *Mosebacken* (Pl. 29; F, 6).

The large *Katarina-Kyrka* (Pl. F, 7), completed in 1670 and restored in 1891, marks the spot where the victims of the 'Stockholm Blood-bath' of 1520 were burned. It is surrounded by a cemetery.

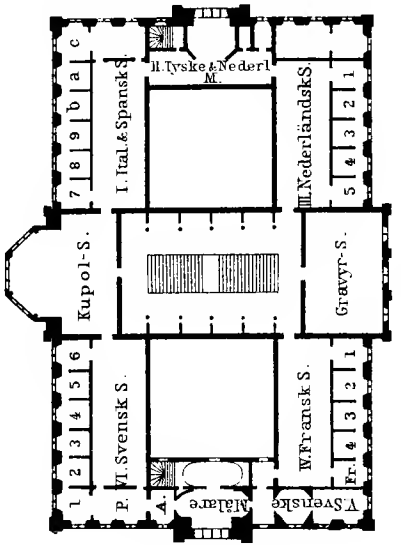
To the W. of the bridges crossing to Södermalm, near the point where the Bellmans-Gata joins the *Söder-Mälar-Strand* (formed by blasting the rocks; steam-launch from the Kornhamns-Torg, p. 293), rises the ***Maria-Hissen** (Pl. D, 6; 92 ft. high; 6 ö.), another lift or elevator, with a café-restaurant affording a fine view.

V. KUNGSHOLMEN.

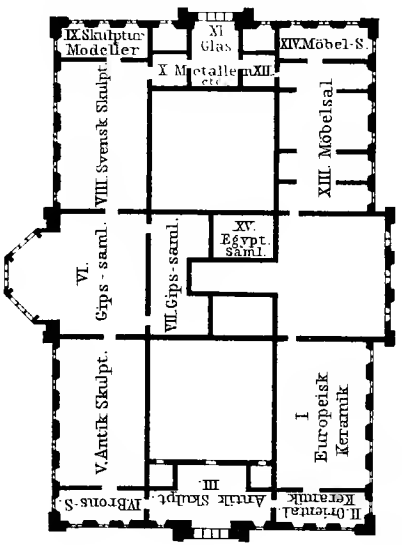
Tramways No. 1 and 2, see p. 286; comp. the Plan (B, A, 3, 4). — Steam Launches to (10 min.) *Marieberg* (fare 12 ö.), at half past each hour, starting at the S. end of the *Riddarholm*, near the Wallinska Skola (Pl. 16; D, 5).

NATIONALMUSEUM I STOCKHOLM.

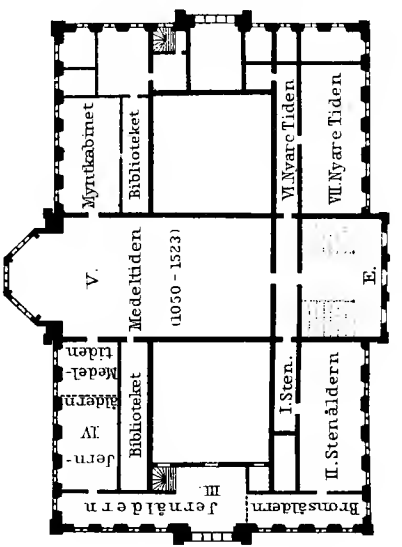
2 Trappor upp : Tafvelsamling



1 Trappa upp : Skulptur, Keramik



Historiska Museum



Westerås
Upsala
Skälby
St.Björkeby
Wadet
Tenstad
Spånga
Lunda
Tunulter
Rinkeby
Öf.Jerfva
Kjelfvesta
Warsta
Brunsten
Spånga St.
Rissna
Rasta
Jerfva St.
Herr Jerfva
Nälsta
L.Warsta
Duvegbol
Agnesberg
Ingesta
Windesta
Sundby
Ullenhill
Hesselby
St.Flysta
Ballsta
Sundbyberg
Frösunda
Wallingby
Beckomberga
L.Flysta
Sundbyberg St.
Charlottenl
Grimsta
Eneby
Krassboda
Alby
St.Alby
Kanaan
Racksta
Bromma
Norrby
Ingenting
Qvarnviken
Ekelund
Enkeby
Riksby
Hufvudstad
CARLB.
Blankeberg
Akeshof
Ulfsunda
Solbrink
Hemnäs
Lillsjönäs
Hagsta
Christinehof
Fredriksberg
Conradsberg
Barkarby
Nockeby
Hemmet
Appelviken
Lofö
Ängen
DROTTNINGHOLM
Alsten
Kolmersh.
Kattnäsberg
Ekensberg
Söderby
Edeby
Skrädderhn.
Brunkhottnen
Tullholmen
Örnsberg
Aspudden
Tullflygten
Fiskett
Hägersten
Christinebergs
Jacobsberg
Stensborg
Kungshatt
Sättra
Hökmossen
Westberg
Fiskarn
Gällstaön
Slätten
Brunkv
Jacobslund
Långpannan
Långbro
Herrängen
Kråkrik
Norrköpin
STOCKHOLMS
OMGIFNINGAR.
1:100.000
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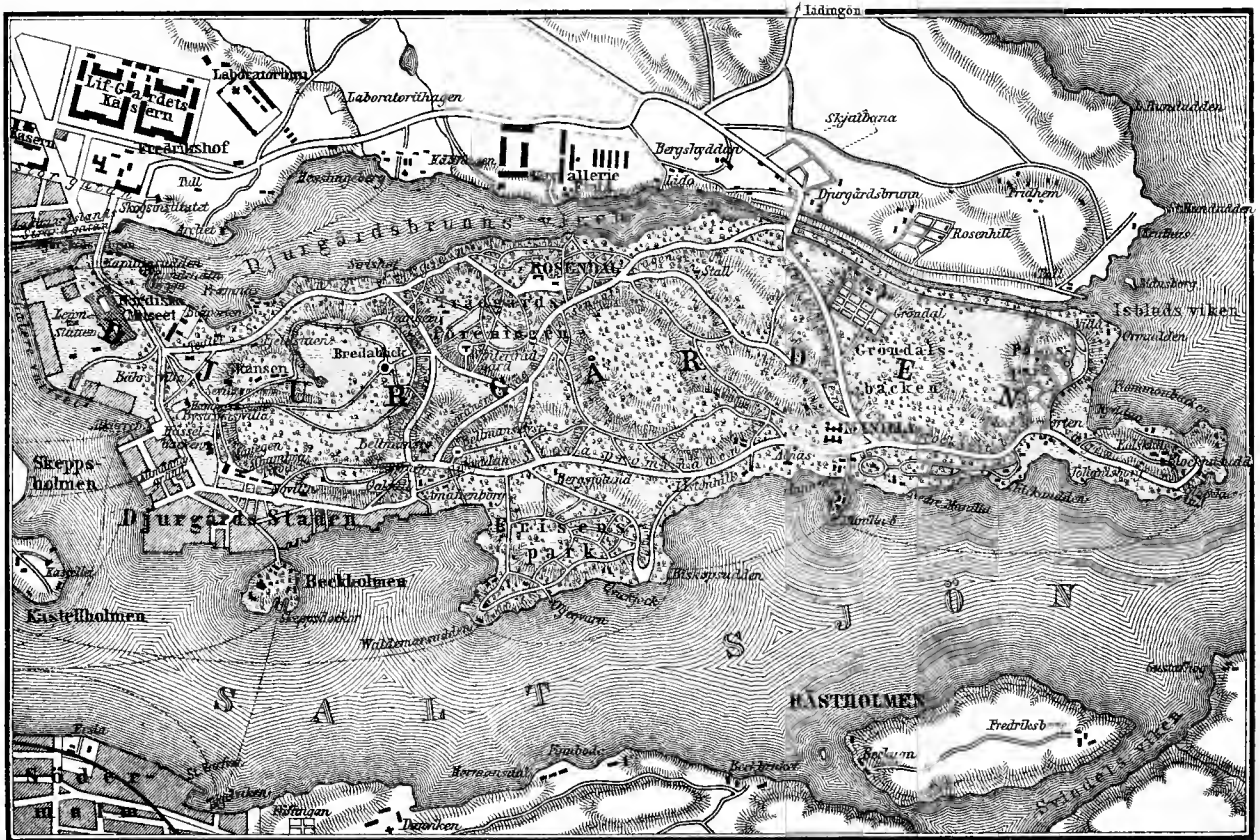
Swedish Miles.
Kilometer.
Geograph. Anstalt von

Norrtelje, Djur
ASKRIKE FJÄRDEN
ULRIKSDAL
Mörby
Stocksund
Stocksberg
Långängen
Sättinge
Kyttinge
Länsman
Björkudden
Katrinelund
Bosön
Olshem
Tygtorp
Marietorp
Sticklinge
Tranholmen
Fridhem
Wreten
Bo
Angshyddan
Constantia
Ekbacken
Rudboda
Näset
Islinge
Frescati
L. Skuggan
Landtbr. Akadem.
Experim. fält
Skuggan
Lugnet
Hersby
Thorsvik
Lidingö
Baggeby
Mästorp
HAGA
Fiskartorpet
Söderbrunn
Ropsten
Lidingsberg
Stockby
Kottla
Bellevue
Albano
Norrtull
Östra Station
Wartan St.
Gångsätra
Mölnatrask
Ladugårds
Tegeludden
Borgen
Skärsätra
Mölna
Rörstrand
Laboratoriet
Djurgårdsbrunn
Äkenäs
Ångsholmen
ROSENDAL
Djurgårdsbrviken
Johansdal
Kongl. Djurgården
Manilla
Fjäderholmarne
STOCKHOLM
Skeppsh.
Biskopsudd.
Blockhusudden
Saltsjöbanans Stat.
Augustendal
Nyckelviken
Danviken
Finnsvik
Fredriksberg
Sikla ö
Liljeholmen
Tanto
Svindelsvik
Hammarby sjön
Järla
Årstaviken
Hammarby
Nackanäs
Järla sjön
Årsta
Fredriksdal
Sikla
Sandsborg
Nacka
Enskede
Walla
Linde
Östermalmen
Hästhagen
NackaKapell
Ersta
Blåsut
Nytorp
Källtorp
Damtorpet
Östberga
Dalen
Örby
Tussmöte
Sandsborg
Kärrtorp
Söderby
Elfsjö
Parken
Ektorp
Christinedal
Svinmyran
Bandhagen
Skarpnäck
Kolarängen
Hagsätra
Filen
Ältasjön
Saltsjöbaden
Göteberg, Malmö etc
Wagner & Debes, Leipzig.


Ladingon
Laboratorium
Laboratorithagen
Lif-Gardets Kasern
Kasern
Fredrikshof
Tull
Skjutbana
Bergshyddan
Djurgårdsbrunn
Rosenhill
Djurgårdsbrunns viken
ROSENDAL
Stall
Isblads viken
Gröndal
Gröndals backen
Bredabäck
Skansen
Skepps-holmen
Djurgårds Staden
Beckholmen
Kastellholmen
Frisens park
Biskopsudden
Waldemarsudden
S A L T S J Ö N
HÄSTHOLMEN
Fredriksb
Svindels viken
Söder-malm
Hermansdal
Fiskingan
Danviken
Geograph. Anstalt von
1 : 23.000
Kilom.
Engl. Mile.
Wagner & Debes, Leipzig.

Kungsholmen, the W. suburb of Stockholm, offers little to attract the ordinary tourist, but contains several large medical institutions. The more southerly of the two tramway-lines follows the HANDTVERKARE-GATA, in which, close to the *Nya Kungsholmsbro* (Pl. C, 4), stand the *Serafimer-Lazarett* (to the right), founded in 1752, and (left) the *Karolinska Mediko-Kirurgiska Institut*, or national college for the practical training of physicians, erected in 1811. Beyond the *Royal Mint* (l.) and the *Ulrika Eleonora-Kyrka* (r.; with an altar-piece by Westin) is a large *Lying-in Hospital* (Pl. 10; A, 4), and a little farther on, also to the left, is the *Military Hospital* (*Garnisons-Sjukhuset;* Pl. A, 4). In the matter of hospitals and care for the sick Stockholm takes a high place among the capitals of Europe.

The S. tramway ends at the Pil-Gata (Pl. A, 4), and the N. tramway at the Eriks-Gata, the third cross-street to the right farther on. By following the Handtverkare-Gata for about 3/4 M. beyond the first of these, we reach two more hospitals, at the beginning of the Drottningholmsvägen. The next cross-street is the Mariebergs-Gata, which we follow to the left, skirting the fence of the *Konradsberg Asylum* and crossing the Rålambsvägen to (10-12 min.) a footpath, leading to a hill a little to the E. of the *Barracks of the Military Train*, where we obtain an admirable view of Stockholm and Lake Mälaren. — Near the shore lies the former porcelain-factory of *Marieberg*, not far from which is a pier of the steam launches.

49. Environs of Stockholm.

The long arm of the Baltic which receives the waters of the Mälar at Stockholm is usually called **Saltsjön**, by way of contrast to the Mälar. This inlet is a '*skärgård*' or archipelago of countless islands, rocks, and cliffs, separated by waterways in all directions. The direct distance from Stockholm to the outermost rocks is about 60 Kil. (37 1/2 M.). The rocky banks of this inlet are higher and more picturesque than those of Lake Mälaren, and are enlivened with many villas.

Lake Mälaren (2 ft. above the Baltic), which extends inland from Stockholm for a distance of 130 Kil. (81 M.), and may be described as a fresh-water 'skärgård', contains over 1200 islands ('*öar*', '*holmar*'). On its banks and its islands may be counted about 200 châteaux and mansions and 106 villages.

Among the finest excursions from Stockholm are those to the *Djurgård*, *Gustafsberg*, *Waxholm*, *Drottningholm*, and *Gripsholm*. Steamers, etc., see *Sveriges Kommunikationer* (and comp. pp. 286, 287).

DJURGÅRDEN. — TRAMWAY every 10 min. from the *Norrmalms-Torg* (Pl. E, 3) viâ *Strandvägen;* from *Slussen*, over the *Norrbro* (cars changed at the Norrmalms-Torg), see p. 286. STEAM LAUNCHES, pleasanter, every 10 min. from the piers mentioned at p. 287. For the return-journey the launches starting from *Alkärret* (Pl. H, 4) are the most convenient.

The ***Djurgård**, a delightful park, of which Stockholm is justly proud, with fine old oaks, pleasant villas, and beautiful walks in every direction, occupies an island 2 M. long and about 3/4 M. broad. It was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. On the W. side

of the island lies *Djurgårds-Staden*, the only suburb of Stockholm which is still almost entirely built of timber, with the *Jernvåg* (iron weighing-house), coffee-gardens, popular shows, etc.

The Djurgård is connected with the mainland by the *Djurgårds-bro* (Pl. H, 3), at the E. end of the Strandvägen (p. 296). On the eminence immediately to the S. of this bridge rises the handsome new building of the *Northern Museum* (in progress; p. 296). To the left, by the *Djurgårdsbrunnsvik*, which bounds the island on the N., is the *Panorama* (p. 288). Beyond the museum roads lead to the left to Rosendal (p. 311) and to the *Djurgårds-Teater* and the *Biological Museum* (Pl. 11; I, 4). The well-arranged collections of the last afford an interesting survey of the life of the Scandinavian mammals and birds in their natural surroundings (adm., see p. 288). Opposite *Alkärret* (Pl. H, 4), a small *Plats* planted with trees, where the steam-launches land, is *Hammer's Villa*, which formerly belonged to *Byström*, the sculptor, containing an art-collection. To the left, a little farther on, is *Hasselbacken* (p. 285), the largest and best of the restaurants, with grounds affording fine views and containing an oak (*'Bellmans Eken'*) under which Bellman (see below) composed some of his charming songs. Near this is a statue of the poet by G. A. Nyström. Farther on are the popular resorts *Circus*, *Alhambra*, *Kristallsalonger* (or *Tivoli*, p. 288; fine view from the upper part of the garden), and *Novilla*.

In the S.W. part of the Djurgård stands a *Bronze Bust of *Karl Michael Bellman* (b. 1740, d. 1795), the great improvisatore and the most genial and popular of Swedish poets (by *Byström*, erected in 1829). On 26th July ('Bellmansdagen') crowds of the poet's admirers assemble here to recite his poetry and extol his genius. — A little to the S. is a peninsula called the *Frisens-Park*, commanding fine views, a very popular resort on Sunday afternoons in summer (singing and dancing; refreshments, but no spirits). Farther on, about 1 M. from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, här talar man illa', say the local wits).

From the Djurgård Theatre and from Hasselbacken paths lead to **Skansen**, with the 'Open-air Museum' founded in 1891 by *Dr. Artur Hazelius*, a unique exhibition affording an admirable survey of the natural features and life of Scandinavia in ancient and modern times (adm., see p. 288).

The *Entrance Portal* is in the old-Norwegian style. The *Guard Room* contains objects from Lapland and the N. districts of Norway and Sweden. To the left of this is the *Lapp Camp*, with winter and summer dwellings. Opposite, to the right, is the *Reindeer Enclosure*, one of the animals in which is white. Above the Lapp Camp is a reproduction of a *Swedish Country Graveyard*, with its quaint tombs. Then, on the slope, is the *Fallow Deer Enclosure*, to the left of which rises the *Håsjö Belfry* (view) in the Jemtland style. Below this, in the wood to the N.E., are the *Tar-boiling Works*. Farther on is a *Seal Basin* hewn in the rock. Adjacent

is a *Stone Hut* from S. Sweden; then *Charcoal-Burners' Huts*, a *Nying* (camp-fire for woodmen), large grind-stones and hand-mills (probably from the Stone Age), and some singular old round tombstones. — We now retrace our steps along the edge of the wood, passing the *Foxes' Hole* (with the rare black fox), the *Foxes' Cage* (blue fox), the *Wolves*, and the young *Bears*. Farther on, close to the wood, are the *Morastuga* from Mora (p. 334) and the *Hackstuga* (hut for preparing grind-stones) from Orsa (p. 334). In front of the former, the interior of which is quaintly fitted up, is a 'Maistång' (May-pole), round which the young people used to dance on May Day. Beyond the Morastuga, we reach the pens containing the *Smaller Animals*, such as hares (including specimens of the rare black hare), pheasants, cranes, wood-grouse, wood-pigeons, otters, ospreys, hawks, falcons, ravens, owls, and ptarmigan.

Beyond the duck-pond the path leads to the *Bredablik, a tower commanding a splendid view from its upper platform (250 ft.) and containing a good café and collections of clocks, guild-insignia, etc. Farther to the N. are the large *Cage of the Royal Eagle*, the new *Bear Pit*, and the *'Malmbärg'*, containing massive samples of northern minerals.

In returning from the Bredablik to the plain of Skansen, we notice, as we quit the wood, the *Blekingstuga*, from Blekinge (p. 256). By the margin of the wood are the enclosures for the *Roe-Deer*, *Elks*, *'Skogsrussar'* (dwarf horses from Gotland), *Asses*, *Goats*, and *Cattle*. The enclosure of the last includes a milk and cheese dairy. In the wood, in the direction of the Tivoli, are the *Badger House*, the winter-house of the *Birds of Passage*, and other cages. The *Fatbur*, conspicuously situated on an eminence, is a reproduction of the storehouse of the manor of Björkrik in Ostergötland, one of the oldest wooden buildings in Sweden. It contains a collection of northern implements of husbandry and affords a fine view. Below the hill are a number of *Dog Kennels*, containing two Jemtland dogs, etc. Passing these, we reach the old *Bollnässtuga*, an erection of the 16th cent. brought from Helsingland and containing objects used in the celebration of 'Jul' (Yule, Christmas). The *Water Fowl Pond*, with the islet of 'Offerholm', contains two curious boats of the N.: — the 'Ekstock', made out of a single tree-trunk, and the 'Forsbåt', for shooting rapids.

The villa of **Framnäs**, on the road to Rosendal, contains part of the *Northern Museum* (p. 296; adm., p. 288).

First Floor: Memorials and views of old Stockholm. — Second Floor: Models of Danish and N. German farm-houses, curiosities from Greenland; room fitted up as the study of the Swedish engineer *Capt. J. Ericsson* (d. 1889; brother of the engineer of the new Trollhätta and Dalsland Canals), who settled in New York in 1839. In England Capt. Ericsson is best known as one of the improvers (in 1837) of the screw-propeller (invented in England by Dr. Shorter in 1802, and improved by B. Woodcroft and F. P. Smith) and as the inventor of the caloric engine. In 1861 he was the builder of the first 'Monitor'.

On the N. side of the Djurgård is **Rosendal**, a royal villa built by Charles XIV. John, with orangeries and hot-houses. In front of the villa stands a huge *Porphyry Vase*, 8½ ft. high and 11½ ft. in diameter. To the W. of Rosendal is the garden of the *Trädgårds-Förening*, or horticultural society, which will interest some travellers.

Haga and Ulriksdal. — Tramway to the entrance of the *Haga* and to the *Nya Kyrkogården*, see p. 286.

Steam Launches. 1. From *Charles XII.'s Statue* (Pl. E, 3) twice daily, past the S. side of the Djurgård and the *Wärta-Harbour* (see p. 312), and through the *Lidingöbro* and the *Stocksund*, where they pass under the Stockholm and Rimbo railway (from the Östra Station), to *Ulriksdal*

(1¼ hr., fare 70 ö.) and *Nytorp* (2 hrs., fare 70 ö.). — 2. From *Stallmästaregården* by Kräftriket to *Haga* (12 min., fare 15 ö.) and *Ulriksdals Allee* (27 min., fare 20 ö.) half-hourly. — 3. From *Stallmästaregården* to *Haga* (12 min., fare 25 ö.) and through the strait of Alkistan to *Ulriksdal* (40 min., fare 35 ö.), 7-9 times daily.

Railway to Wärtahamn (from the Central Station). A branch-line (8 Kil., in 25 min.; fares 30, 20 ö.) runs to *Wärtahamnen*, on the Lilla Wärtan, the new harbour of Stockholm; intermediate stations *Karlberg* (p. 317), *Norrtull*, *Stallmästaregården-Albano*, and *Ugglevikskällan*. Nortull lies to the S. of the park of Haga (see below); at *Albano* the line crosses the Stockholm and Djursholm and Stockholm and Rimbo railways (p. 322). — Another line goes to *Jerfva*, which lies to the W. of Ulriksdal (see below).

Carriage to Ulriksdal and back 6-8 kr.

The *Norrtulls-Gata* (comp. Pl. B, 1), the N. prolongation of the Drottning-Gata, beyond the Observatory (p. 299), leads to the inn of *Stallmästaregården*, a steamboat and railway station at the W. entrance of the royal park of *Bellevue*, and at the S. end of the bay of *Brunnsviken*.

Bearing to the left, we soon reach (6-8 min.) the entrance to the park of Haga, on the right, whence we reach the château in ¼ hr. (near which is the pier of the steam-launches). — The royal château of **Haga**, an unpretending and rather neglected building, with a charming park, on the W. bank of the pretty Brunnsvik, was built by Gustavus III. in 1786-88, and was his favourite residence. Higher up in the wood are the foundations of a much grander building begun by the same king, but never completed.

The *Nya Kyrkogården*, or new cemetery, a little beyond the gate of the Haga Park, contains some handsome monuments. On the high-road, ½ M. farther on, is the *Crematorium*. — The old *Solna-Kyrka*, to the S.W. of the new cemetery, has a tower built of blocks of granite, the foundation of which is said to date from pagan days.

At the N. end of the Brunnsvik, about 2 M. from the Stallmästaregården, and 1¼ M. from Haga, lies *Nedre Jerfva* (a few hundred paces to the E. of rail. stat. *Jerfva*), usually known as *Ulriksdals Allée* (station of the steam-launches). A fine avenue, flanked with villas, leads hence to the N. in ¼ hr. to the royal château of **Ulriksdal**, on the *Edsvik*. This was erected at the end of the 17th cent. by General Jacob de la Gardie, and afterwards came into the possession of Prince Ulrik, a son of Charles XI. It is partly furnished with old furniture from the collections of Charles XV. In the park is the *Ulriksdals-Kyrka*, erected by Scholander in 1865 in the Dutch Renaissance style.

From Stockholm to Djursholm, 10 Kil., railway in summer ten times daily in ½ hr. (fare 40 ö., there and back 60 ö.). The train starts at the *Östra Station*, ½ M. to the N. of the Hnmlegård (comp. Pl. D, E, 1), passes Albano (see above) and the (1¼ M.) *Experimental Station* of the Academy of Agricnlture, stops at *Frescati* and *Alkistan*, and parts company at the *Stocksund* (p. 311) with the line to Rimbo (p. 322). The last intermediate station is *Mörby*. — **Djursholm** (**Strandberg's Restaurant*, with view) is a colony of villas that has sprung up on a manor of this name and extends along the hilly shore of the *Stora Wärtan*. It is now also connected with Stockholm by an *Electric Railway* (p. 287) and by Steamer (starting from the Karl den Tolftes Torg; 1½ hr.).

ASKRIKE FJÄRDEN
Bogesund
Bogesundsvik
Tallare
Pålsundet
VAXHOLM
Södra Vaxholms fjärden
Norra Vaxholmsfjärden
Vaxön
Skarpö
Kyllö
Långnö Viken
Tynningö
Myrholmen
Vasholmen
Långholms fjärden
Notholmen
Edlunda
Ö. Granholmen
W. Granholmen
Furuholmen
Risholmen
Kungarne
Kungsborg
Högarns fjärden
St. Högarn
Lill Högarn
Björkaddern
Fredagen
Tisdagen
Bosön
Hustega fjärden
Hustegasund
Ellvik
Svangrundet
Dalarö
Kungshill
Marsätra
Strömmen
Velamsund
Beatelund
Kungsholmen
Hasseludd
Skeppsholmen
Halfkaks sundet
Hamnudd
Hvittjern
Mölna
Kungshamn
Ekensdal
Vikingsborg
Nyckelstrand
Glasbruksviken
Ljungskile
Skuru
Sikla ö
St. Björknäs
Eknäs
Duftnäs
Tollbotten
Lännesta sunden
Lännesta fjärden
Baggens fjärden
Orminge landet
Mamsmora
Eriksvik
Gustafsberg
Ö. Ekedal
W. Ekedal
Farsta
Farsta landet
Gustafsvik
Skogsö
Skogshyddan
Bo Kapell
Bo
Ladantjen
Fogelsång
Ljungnet
Stockholm
Saltsjöbaden
Ingarö landet
Sumpholmen
Mellangårdsholmen
Geograph. Anst. von Wagner & Debes Leipzig
Svenska Mil
Engl. Miles

WAXHOLM. — STEAMBOATS, 10-15 times daily, from the *Logårdstrappa* (Pl. E, 4), from *Karl den Tolftes Torg* (Pl. E, 3, 4), and from the *Nya Blasiiholmshamn* (in 1½-2 hrs.; fare 50-75 ö.).

The steamer passes the Djurgård and then steers to the N.E., past the entrance to the bay of *Lilla Wärtan* and the *Lidingö*. On our right lies the mainland. Farther on we enter a broader basin. On the left lies the *Askrike Fjärd*. The steamer then threads its way between rocky islands until it stops beneath the guns of the fortress.

Waxholm *(*Hotel)* is a little fishing-town, with 1600 inhab. and many country-houses. On a rocky islet between the Waxholm and the *Rindö* rises the *Fortress of Waxholm*, founded by Gustavus Vasa and lately strengthened. On the E. end of the Rindö is the fortress of *Oskar-Fredriksborg*, partly hewn in the solid rock. These two strongholds command the only approach to Stockholm navigable for large vessels. Opposite Oskar-Fredriksborg is the *Fredriksborg*, a picturesque ruined tower on the *Wermdö*.

*SALTSJÖBADEN. — RAILWAY hourly (except at midday) in ½ hr. (return-fare 1 kr.); steam-ferry between Karl den Tolftes Torg (Pl. E, 3, 4) and the rail. stat. *Stadsgården* (Pl. F, 6), ~~10 ö.~~ 50 ö.

The railway threads a tunnel, nearly ½ M. long, and runs along the S. bank of the *Lännerstasund* through a picturesque district of pine-wood and rock. After stopping at *Dufnäs* and *Neglinge*, it crosses a narrow strait, and reaches the peninsula on the E. side of which the watering-place lies.

Saltsjöbaden, founded a few years ago, and now much frequented, lies in the S. part of the *Baggensfjärden*, opposite the Elgösund, which connects it with the Baltic Sea. Near the sea stands the palatial *Grand Hotel*, with about 100 rooms (R. 3-5, B. 1, warm bath 1½ kr.). Adjacent are the sea-baths (25 ö.). A bridge joins the mainland with a wooded island, crowned by a *Restaurant* (D. 3 kr.), affording fine views. Good paths, provided with benches, skirt the pine-woods round the bay. — The *Baggensfjärden* takes its name from Jacob Bagge, a Swedish naval hero, who died in 1577 as a prisoner of the Danes.

On the *Farstavik*, a N.E. bay of the Baggensfjärd, lies **Gustafsberg**, with a large porcelain factory, of which the soft 'Frittenporzellan', biscuit ware, and light-coloured faïence enjoy a considerable reputation. Steamers ply between Gustafsberg and Stockholm (Gustav III.'s statue, Pl. E, F, 4) eight times daily, in 1½-2 hrs. (fare 75 ö.).

The sea-bathing place of **Dalarö**, with a hotel and numerous villas, lies more on the open sea, 20 Kil. to the S. of Saltsjöbaden, whence it is reached by steamer daily in 1 hr., starting in the afternoon after the arrival of the fast train. — The direct steamer (starting from Blasiiholmshamnen once or twice daily) turns to the right opposite the S. extremity of the *Lidingö*, skirts the promontory of *Kungshamn*, and enters the narrow **Skurusund*, at the S. end of which lies *Dufnäs* (rail. stat., see above). The channel now expands to the *Lännerstasund* (see above) and then contracts again to the so-called *Södra Stäket*. [A canal to cut the isthmus of Moran is in prospect.] Farther on, the boat steers to the S. through the wide *Baggensfjärden* (see above), passing near the Saltsjöbad. — Steamers ply occasionally from Dalarö to *Gålö*, *Ornö*, *Muskö* (with the harbour of

Elfsnabben, where Gustavus Adolphus embarked for Germany in 1630), and *Utö*, with iron mines.

On one of the outermost islands of the Skärgård lies *Sandhamn*, to which a steamer plies daily, viâ *Stafsnäs*.

The excursions in the DISTRICT OF LAKE MÄLAREN have fewer scenic charms than those of the Saltsjö, but possess more historic interest.

*DROTTNINGHOLM. — STEAMBOAT 3-6 times daily in summer (Sun. and holidays 12 times), from *Gymnasii-Gränden*, near the S. end of Riddarholmen (Pl. D, 5; in 3/4 hr., fare 50 ö.). — CARRIAGE there and back 8 kr.; but the road is very muddy after rain, and very dusty in dry weather.

The steamer passes the *Långholm* on the left, to the S. of which is the *Reimersholm* with its large distillery. On the right *Marieberg* (p. 309); then the islands of *Lilla* and *Stora Essingen*. On the left the islet of *Ekensberg;* on the mainland the château of *Hägersten;* and on the bank *Klubben* and other villas. A little farther on, the Sigtuna and Upsala arm of Lake Mälaren diverges to the N.W. We steer between the *Kersö* on the right and the *Fogelö* on the left, and soon reach the palace, situated a little to the S. of the village of Drottningholm and the Kersö bridge. Good *Café* at the landing-place, to the right.

The ***Palace of Drottningholm**, situated on the *Lofö*, derives its name ('Queen's Island') from the queen of John III., who founded it at the end of the 16th cent.; but the present edifice was built nearly a century later by *Nicodemus Tessin* and his son (p. 290) by order of Hedvig Eleonora, widow of Charles X. Gustavus. The palace was afterwards adorned with pictures, precious tapestry and other works of art by kings Adolphus Frederick, Gustavus III., and Oscar I. — King Oscar II. usually resides here in summer. Admission generally about midday (fee 1 kr., for a party 50 ö. each). Adjacent is a theatre, built by Gustavus III. The gardens, partly laid out in the old French style, are embellished with sculptures in bronze and marble by *Adr. de Vries* and his pupils. The **Park* affords delightful walks. One of the curiosities here, a little to the S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick in 1770 as a surprise for his queen Lovisa Ulrika.

MARIEFRED and GRIPSHOLM. — STEAMER several times weekly, starting in the afternoon, from the Mälarehamn (Pl. E, 5), in 3 3/4 hrs. (fare 1 1/2 or 1 kr.), returning early next morning. Excursions ('Lusttur') on Sundays and Thursdays (there and back in one day, 1 1/2 kr.; restaurant on board).

The steamboat passes between the *Fogelö* and the mainland. Then, on the right, the island of *Kungshatt*, so named from a rock crowned with an iron hat, in memory of the tradition that a Swedish king sprang with his horse from this rock into the lake and

escaped from his pursuers, leaving his hat behind him. We next enter a strait, 8 M. long, between the *Munsö* (right) and the mainland. On the latter is the château of *Sturehof*, and on the island the church of *Eckerö*. The island of *Kaggeholm*, with a château built by Field-Marshal Kagg, terminates the broader arm of the lake, which is connected by two narrow straits only with the *Södra Björkfjärd*. The lake expands here into a broad basin. A little to the N. is the *Björkö*, the ancient *Birka*, on which a granite cross was erected in 1834 in memory of St. Ansgar, who first preached Christianity here in 829. Farther to the N. is the *Adelsö*, and nearer lie the *Kurö* and the *Ridö*. In the distance is the *Selaö*, with the castle of Mälsåker (p. 316). On the left lies the mainland with the church of *Enhörna*, in front of which are several islets. We now steer to the S., and enter the *Gripsholms-Vik*, on the W. bank of which, not visible from the steamer, is *Räfsnäs*, where Gustavus Vasa received tidings of the death of his father Erik in the massacre of 1520 (p. 292). On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it are seen the red houses and the church-tower of Mariefred, with the castle of Gripsholm.

Mariefred *(*Stadshus)*, a little town of 1000 inhab., owes its origin to the monastery of 'Pax Mariæ' founded here at the end of the 15th cent. by *Sten Sture the Elder*. On a promontory to the S., rising proudly from an environment of dark foliage, is the —

***Castle of Gripsholm**, with its four red towers mirrored in the Mälar. At the end of the 14th cent. this site was occupied by a castle of *Bo Jonsson Grip* ('the griffin', so named from the griffin in his armorial bearings), the all-powerful minister of King Albert. The present castle was built by *Gustavus Vasa* (1537), who at the same time suppressed the monastery. In 1563-67 Vasa's son *John*, who had been condemned to death by the Estates for rebellion, was kept a prisoner here by his brother *Eric XIV.*; but having deposed Eric in 1568, he kept him, after he had become insane, confined here from 1571 to 1573. At a later period Charles IX., when Duke of Södermanland (p. lxii), Hedwig Eleonora, the widow of Charles X. Gustavus (d. 1715), and lastly the merry king Gustavus III. resided here. The latter erected a theatre at Gripsholm, as in several other places, and caused some of his dramas to be performed in it for the first time. On 29th March, 1809, the unpopular *Gustavus IV. Adolphus* signed his abdication in this castle.

The Outer Court contains two huge bronze cannon (the 'Boar' and the 'Sow'), captured at Ivangorod in 1581.

Interior (always open; adm. on Sun. 10 ö., Thurs. 50 ö.; on other days 1 pers. 1 kr., 2 or more 50 ö.). — The First Floor contains the so-called *Prison of John III.*, a picturesque tower-chamber of the end of the 16th cent., with ornamental painting and panelling (coats-of-arms and the initials C. D., those of Duke Charles of Södermanland). Adjacent are some tastefully restored rooms with old mural paintings in the so-called Vasa style (Swedish Renaissance) and fine wooden ceilings. In one is the genealogical tree of Christian III. of Denmark, on linen. — Second Floor.

Vestibule, with Renaissance ceiling of 1543. To the left of this is the round *Saloon of Gustavus III.*, with portraits of that king (by Roslin) and his contemporaries, and a fine view. This is adjoined by the *Rooms of the Queen*, in the 'Gustavian' (or Louis XVI.) style; among the portraits are several by A. Pesne. Farther on is the *Throne Room*, recently refitted in the Vasa style. Passing through the *Princess Rooms*, tastefully decorated in the 'Gustavian' style and containing youthful portraits of Marie Antoinette and her sisters, we reach the *Rooms of the King*, which served as the state-prison of Gustavus IV. in 1809. The Bedroom contains an old ceiling, a painted frieze, and the state-bed of Charles XI.; the Council Room has a wooden ceiling, a fine cabinet, and a portrait of Gustavus Vasa (c. 1558); in the Audience Room are portraits of all the Swedish rulers from Gustavus Vasa (d. 1560) to Oscar I. (d. 1859). — THIRD FLOOR. *Theatre of Gustavus III.*, occupying the place of the old private chapel and left entirely unchanged. Adjacent is the equipment of a room from the Great Theatre of Stockholm (p. 295; now destroyed), where it was known as 'Gustavus III.'s Study'. To the left of this point, in another tower, is a cage-like room, wrongly named the *Prison of Eric XIV.* By the lately restored *Guard Room* we reach the *Griffin Tower*, with the armonry. A picturesque but inconvenient staircase descends hence direct to the inner court.

The COLLECTION OF PORTRAITS, founded in the 17th cent. and now in process of re-arrangement, contains portraits of almost all the prominent Swedes from 1600 to 1800. There are about 1900 pictures in all.

A walk round the castle is recommended.

About 4½ M. to the W. of Mariefred are the large cannon-foundry of *Åker* and the gunpowder-mills of *Räcksta*.

STRENGNÄS. — STEAMERS, about 4 times daily, from the Mälarehamn (Pl. D, E, 5), also a few from the Riddarholm, in 3½-4 hrs.; fare 2½ or 1½ kr.

Beyond the Gripsholms-Vik (p. 315) opens the broad bay of *Prestfjärden*, bounded on the W. by the *Selaö*, the largest island in Lake Mälaren. On the Selaö are the large estate and château of *Mälsåker* and the church of *Ytter-Selö*. After having passed through the narrow strait between the Selaö and the mainland we observe on the right the small *Tynnelsö*, with an old château, and then *Tosterö*, opposite the S. end of which lies —

Strengnäs *(Hotel)*, a town with 1700 inhab., half of which has been rebuilt since a fire in 1871. Strengnäs became an episcopal see in 1291, and in 1523 witnessed the election of Gustavus Vasa to the throne of Sweden. The handsome Gothic **Cathedral*, consecrated in 1291, has been repeatedly injured by fire and restored. The disproportionate thickness of the columns is accounted for by the fact that the walls were considerably lowered in 1551. Observe the monuments of Sten Sture the Elder (d. 1504), Charles IX. (d. 1609), his two wives, and his natural son Karlsson Gyllenhjelm (d. 1650; with the fetters worn by him when a captive in Poland), Admiral Stenbock (d. 1717, in captivity at Copenhagen), and several antiquities. — The old episcopal mansion built by Bishop Conrad Rogge, with picturesque gables and turrets, now a school-house, contains the room in which the election of Gustavus Vasa took place. The *Episcopal Library* contains valuable collections, MSS., and coins.

50. From Stockholm to Upsala.

Upsala is best visited from Stockholm; and it is pleasant to go by steamer and return by rail. Travellers on their way to Östersund and Trondhjem (R. 56) may visit Upsala in passing.

66 Kil. Railway in 1½-2½ hrs. (express fares 4 kr., 2 kr. 65 ö.; ordinary, 3 kr. 50, 2 kr. 35 ö.; return-tickets, available for two days, at a fare and a half; no first class).

The train starts from the Central Station (p. 285) and skirts the Rörstrandsvik, at the end of which, to the right, are the *Atlas Railway Carriage Works* and the porcelain factory of *Rörstrand*, founded in 1727 (wares curious in form and bright in colouring). The first stopping-place is **Karlberg**, with a large *Château*, erected by Karlsson Gyllenhjelm (p. 316) at the beginning of the 17th cent. and converted into a military school in 1792. The park contains a monument to Major von Döbeln, a Swedish officer who fell at Leipsic in 1813. — Farther on, the line to Wärtahamnen (p. 312) diverges to the right, and the line to Westerås to the left (R. 52). To the right is the church of *Solna* (p. 312). — 7 Kil. *Jerfva*, 20 min. from the château of Ulriksdal (p. 312). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentunaholm* on the *Norrvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro;* 24 Kil. *Wäsby*.

32 Kil. **Rosersberg**, the station for the *Château of Rosersberg *(Rosersbergs Slott)*, with its beautiful park, 1½ M. to the W., on a bay of Lake Mälaren, and not visible from the train. The château contains a number of pictures and sculptures and a library of 7000 vols., a catalogue of which was written by Charles XIII. himself. Pleasant excursion from Stockholm to Rosersberg by the Sigtuna steamer (see below; the Upsala steamer does not touch here).

37 Kil. *Märsta*, whence a road leads to the E. to *Sigtuna* (8 Kil.; it turns to the left after 3 Kil. and afterwards crosses the *Garnsvik;* Sigtuna, see p. 318). 49 Kil. *Knifsta;* 59 Kil. *Bergsbrunna*. We now obtain a fine view of the plain of Upsala *(Upsala-Slätten)*, the cradle of Swedish culture, with the churches of *Danmark* and *Waksala*.

From *Danmark*, 1½ M. to the E. of Bergsbrunna, we may walk in ½ hr. to *Hammarby*, with the country-house of *Linnæus*, in which he died in 1778, containing a small memorial museum. — Near Hammarby are the celebrated *Mora Stones* (*'Morastenar'*). The ten stones now remaining are enclosed in a stone building erected in 1770. It was here that the newly elected kings swore to observe the laws of the country, and they then received an oath of allegiance from the *'lagmän'*, or judges, in the name of the people, who prayed that God might grant the king a long life, with the reservation, 'if he be a good king'. After each ceremony of the kind the name of the king was inscribed on one of the stones.

The train crosses the *Säfjaå*, an affluent of the *Fyriså*, and soon enters the large station of (66 Kil.) **Upsala** (p. 319).

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90 Kil. Steamboat on the Mälar in 6 hrs., starting daily at 9 a.m. from Riddarholmen (Pl. D, 5; fare 2 kr.). Another boat, leaving the Mälarehamn (Pl. D, 5), plies to *Sigtuna* (3 hrs.; 1½ kr.) and *Örsundsbro*.

Though much longer, the voyage to Upsala by steamer is more interesting than the railway journey. The first part of it has already been described (p. 312). We steer to the right into an arm of the Mälar which separates the *Kersö* from the mainland. By the *Nockeby Bridge* we see the palace of Drottningholm on the left (p. 312). This arm of the lake resembles a river, the left bank of which is formed by the *Lofö* further on. On the right, opposite the N. end of the latter, lies the estate of *Hesselby*. After steering through a group of islands, we enter another broader expanse. On the left is the island of *Svartsjö*, with a dilapidated château, once a monastery. On the right lies the estate of *Riddersvik* on the mainland. To the left opens the *Näsfjärd*. We now steer to the N. into a part of the lake called *Görväln*, where, on the right, lies the estate of *Görväln*, and on the left that of *Lennartsnäs*.

About 2 hrs. from Stockholm we reach the narrow strait of *Stäket*, an island in which, called *Almäre-Stäk*, contains fragments of the ancient castle of that name, which was taken by Sten Sture the Younger from the rebellious Bishop Gustaf Trolle of Upsala and destroyed in 1517.

Farther on we pass the island of *Munkholm* on the left, beyond which is the entrance to an arm of the lake called *Skarfven*. On the right lies the estate of *Runsa*. In a bay to the right, but not visible from the steamer, is the château of *Rosersberg* (p. 317), at which the Sigtuna steamer only calls.

In a bay to the right we observe the picturesque château of *Steninge*, once the property of Marshal von Fersen, who was murdered by the populace at Stockholm in 1812 (p. 293). The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, at the entrance to the long *Garnsvik*, a creek running inland to the N., lies —

Sigtuna (Inn), prettily situated, once one of the largest and finest towns in Sweden, but now containing 550 inhab. only. It was founded at the beginning of the 11th cent. by King Olaf Erikson, and was destroyed by the Esthonians in 1187. The ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas* bear witness to the ancient importance of the place. — To Märsta, 11 Kil., see p. 317.

Our vessel steers to the N.W. through the narrow arm of the lake, which expands at places. On the left is *Signildsberg*, the site of a still more ancient town of Sigtuna *(För-Sigtuna* or *Forn-Sigtuna)*, the scene of the saga of Hagbart and Signe. On the same bank lies *Håtunaholm*, with the church of *Håtuna*, where dukes Erik and Waldemar took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. A few years later Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne (comp. p. liii).

Beyond the *Erikssund*, the lake expands into the *Skofjärd*, on the left side of which rises the —

Skokloster (properly *Skogkloster*, 'forest monastery'; station), a large château, square in form, enclosing a court in the interior, with four towers at the corners roofed with copper. It occupies the site of a Dominican, afterwards Cistercian, monastery, suppressed by Gustavus Vasa, and presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, to whose family it still belongs.

The INTERIOR, still unfinished, forms a kind of museum of art and antiquities. The handsome VESTIBULE is borne by eight Ionic columns of white marble, presented by Queen Christina. The KUNGSSAL has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits, pictures by *Ehrenstrahl* and others, and rich tapestry. Among the portraits is one of Gustavus Adolphus, with Heidelberg in the background, painted six weeks before his death. — The LIBRARY contains 30,000 vols. and many MSS. — Observe also the ARMOURY with 1200 guns of various kinds; also swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 269), and the shield of Emp. Charles V., attributed to *Benvenuto Cellini*, and captured at Prague in 1648.

The park of the château contains a monument to Count Magnus Brahe (d. 1844), a friend of King Charles XIV. John. The Gothic *Skokyrka*, formerly the church of the monastery, restored in the 17th cent. by Marshal Herman Wrangel, contains the burial-vault of the Marshal and a pulpit captured at Oliva, near Dantsic, in the Thirty Years' War. [We may row from Skokloster in about an hour to *Ålsike*, and drive thence to (7 Kil.) Knifsta railway-station (p. 317).]

Beyond Skokloster we steer through the *Stafsund* into the *Ekoln*. On the right are the church of *Ålsike* and the estate of *Krusenberg*. Then, on the left, the churches of *Åker*, *Dalby*, and *Näs*. At the N.E. end of the Ekoln, at the mouth of the small *Fyriså*, lie *Kungshamn*, where the kings of Upsala once kept their fleet, and *Flötsund*. The steamer ascends the Fyriså to Upsala in about ½ hr. more. On the left, nearly halfway up, is the agricultural school of *Ultuna*. Of Upsala we see nothing till quite close to the town.

Upsala. — RAILWAY STATION on the E. side of the town (Pl. D, E, 3, 4). STEAMBOATS stop opposite the *Strömparterre* (Pl, D, 4, 5).

Hotels. HÔTEL SVEA, JERNVÄGS-HOTEL (Pl. 10; D, 4), GEFLE, all in Kungs-Gatan, near the railway station. *ST. ERIK, Bangårds-Gatan (Pl. D, 4). *STADS-HOTEL, Drottning-Gatan (Pl. C, 4), R., L., & A. 2½ kr., with good café-restaurant.

Restaurants. *Upsala Gille*, *Phœnix*, both in Westra Agatan; in summer **Vauxhall* (Pl. D, 3; known as '*Rullan*'), by the station, and **Strömparterre* (Pl. D, 4, 5), called by the students 'Flustret' ('hole of a beehive or 'Stora Förderfvet' ('great ruination'), with music in the evening.

Booksellers. *Akademiska Bokhandeln*, Dombro; *Lundeqvistska Bokhandeln*, Drottning-Gatan and Östra Ågatan.

Cab *(Åkare)* from the station or the pier into the town for 1 pers. 50, for 2 pers. 75 ö.

Upsala ('the lofty halls'), a famous university-town, and residence of the archbishop, the 'landshöfding', and other officials, with 21,000 inhab., lies in a fertile plain on both banks of the *Fyrisâ*, which is crossed by five bridges. The modern part of the town lies on the flat E. bank, while the older quarters are on the sloping W. bank. The extension of the town is in process (see Plan). Upsala was formerly called *Östra-Aros* (p. 327), and formed the commercial town and harbour of the kings of Sweden when they resided at Gamla Upsala. In 1276 the archiepiscopal see, founded a century earlier, was transferred from Gamla Upsala to the present town, while the kings chose Stockholm as their residence. Like Trondhjem in Norway, Upsala is the historical centre of Sweden. It was also once the great stronghold of paganism, memorials of which abound in the tombs and monuments around it; and it was here that Christianity encountered the stoutest opposition. The chief modern centre of attraction is the university.

The ***Cathedral** (Pl. C, 3), situated on a height rising above the Fyrisâ, erected in 1260-1435, consists of a nave, aisles flanked with chapels, a transept, a choir, and a retro-choir. In its plan and its strict Gothic style the church resembles the French cathedrals, its architect having been *Etienne de Bonneuil*, 'tailleur de pierre', one of the assistant-builders of Notre Dame at Paris, who was doubtless employed through the influence of Swedish students at the university of Paris. The contract was concluded at Paris on 8th Sept., 1287. The restoration of the edifice, towards which government, the city, and private individuals contributed about 1 million kr., was completed in 1883-93 from the designs of *Zetterwall*.

The INTERIOR ('klockâre' at the adjoining 'Domtrapphus'; fee ½-1 kr.), 120 yds. long, 45 yds. broad, and 108 ft. high, rests on 24 pillars. The new decoration is by *Linde*, the stained-glass windows by *Callmander*. The pulpit was designed by *Tessin* (p. 290). The large organ and triplicate Gothic altar are modern, from the designs of *Zetterwall*. One of the candelabra *(ljuskronor)*, in silver, weighs 52½ lbs. To the N. of the altar is the silver-gilt sarcophagus of *King Eric IX.*, the patron-saint of Sweden, who was killed here in 1160 by the Danes.

The Chapels of the AMBULATORY, as well as those of the aisles, have been fitted up as burial-chapels since the Reformation. The capitals of the columns should be noticed. At the back of the choir is the *BURIAL CHAPEL OF GUSTAVUS VASA ('Gustavianska Koret'; d. 1560), with modern stained glass by *Way*, containing the king's recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, and also the separate tomb of his third wife, *Karin Stenbock*. On the walls are two large and five small frescoes by *Sandberg* (1837), depicting scenes from Vasa's life, and the words of his last address to the Estates in 1560. — The CHAPEL OF KATARINA JAGELLONICA contains the marble *Monument of John III.* (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantsic, where it remained till reclaimed by Gustavus III. in 1785. — The other

chapels around the choir belong to the illustrious families of *Sture*, *Brahe*, *Horn*, *Oxenstjerna*, *Banér*, *Skytte*, *Stenbock*, *Dohna*, and *De Geer*. — The monument of *Linnaeus*, in the *Banér Chapel*, in the N. aisle, consists of a pyramid of porphyry, with a bronze medallion by Sergel, and the inscription: '*Carolo a Linné Botanicorum Principi Amici et Discipuli, 1798*'.

The SACRISTY contains curiosities and precious relics, gold and silver vessels, vestments, etc.

We now walk round the outside of the church to see the choir and the grand side-portals. To the N. of the cathedral is the *Eriks Källa* (Pl. 25), or Spring of St. Eric, which bursts forth on the spot where the saint was killed.

To the W. of the cathedral is a small square with a statue (by Börjeson) of *Geijer the Poet*, the singer of the ancient pagan glories of Upsala. On the E. side of this square stands the *Gustavianum* (Pl. 7; B, 3), the oldest of the present buildings of the university, founded by Gustavus Adolphus and containing the Zoological Institute. On the W. side rises the new **University Building** (Pl. 31; D, 3, 4), erected in 1877-86. In the vestibule are Juno and the young Hercules by *Byström*. The University, founded by Sten Sture the Elder in 1477, and richly endowed by Gustavus Adolphus, has over 50 professors, as many lecturers and tutors, and about 1800 students.

Each student is bound to attach himself to one of the thirteen 'nations', each of which, like the colleges of Oxford and Cambridge, has its own buildings, presided over by curators, inspectors, and a committee of management. The members are divided into seniores, juniores, and recentiores. Duelling, to which severe penalties were attached by a law of 1682, is now unknown. One of the chief 'national' recreations is quartet-singing.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), older than the cathedral, but uninteresting. Farther on is a promenade called *Odins Lund* (Pl. 21; B, 4), with an obelisk in memory of Gustavus Adolphus. Beyond it we reach the —

Carolina Rediviva (Pl. 2; B, 4), a handsome building (with fine view from the steps) completed in 1841, containing the **Library** of the university. (Admission in term-time on week-days, 10.30 to 1.30; in vacation, 1st June to 15th Sept., on Tues. and Frid., 11-1; on other week-days usually at the same hours on application to the librarian or an 'amanuensis'.)

The Library contains over 250,000 printed books and 10,000 MSS. Its chief treasure is the famous **Codex Argenteus*, a translation of the four Gospels into Mœso-Gothic by *Bishop Ulphilas*, dating from the second half of the 4th century, written on 187 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., captured at Prague in 1648, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanskrit to the whole Aryan family.

In the *Carolina Park* (Pl. B, 4) are a *Monument of Charles XIV. John*, by Fogelberg, and numerous Runic stones. To the S.W. of the park rises the *Chemical Laboratory* (Pl. B, 4), with the *Physical Cabinet*.

Farther to the S.W. is the *Botanic Garden* (Pl. A, 5), always open to the public. The lecture-room contains a marble *Statue of Linnæus* by Byström. The celebrated botanist resided at No. 27 Svartbäcks-Gatan (Pl. 11; C, 3), and in summer at *Hammarby* (p. 317).

On a hill on the S. side of the town rises the large but only half-finished **Slott** (Pl. C, 4), a castle founded by Gustavus Vasa in 1548. In front of it is a bust of Vasa by Fogelberg. In this castle Eric XIV. caused the ill-fated Count Sture to be murdered, and it was here that Queen Christina abdicated. Fine **View* from the castle, to the N. of which Gamla Upsala is visible. — Farther S. are the *Hospital (Sjukhus)* and the grounds of the *Strömparterre*. The *Polacksbacke* is another good point of view (comp. Pl. C, D, 5).

Among the other university-buildings are the *Observatory* (Pl. A, 3); the *Regnelleanum* (Pl. 23; C, 4); the *Anatomy Building* (Pl. 1; D, 4); the *Collection of Coins* and the *Northern Antiquities* ('Nordiska Fornsaker'), St. Lars-Gatan 2.

The CEMETERY (Pl. A, 4) contains monuments of many eminent men, including that of *Geijer* (d. 1847), the historian and poet. Observe also the monuments of the students' 'nations'.

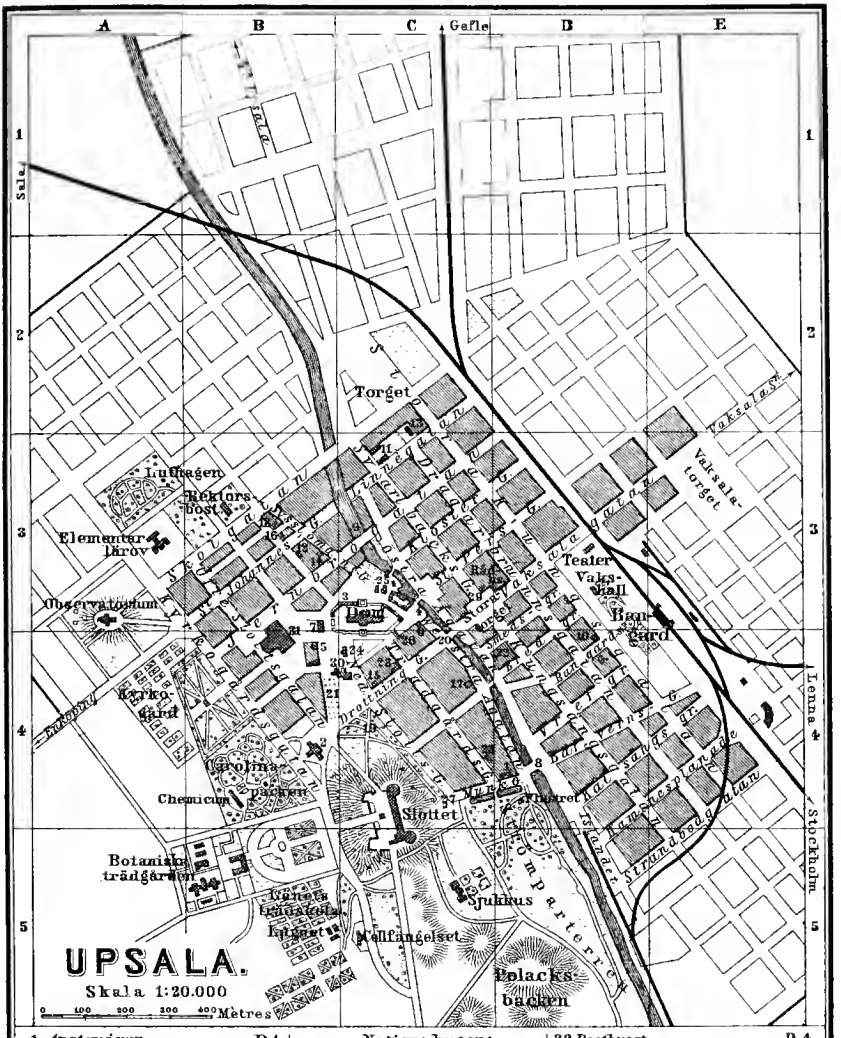
The most interesting spot near Upsala is **Gamla Upsala**, 3½ M. to the N.E., the first station on the Gefle railway (see below). On foot or by carriage (with one horse 1, with two horses 3½ kr.; tariff shown on demand) we follow the Gefle road for ½ M., and then take the road to the right, parallel with the railway. Gamla Upsala was the seat of the early pagan kings of Sweden. The site of its famous temple is said to be marked by the rude church of the present village. Adjacent are the three *Kungshögar*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. The hill farthest to the E. (the *Odin Hill*) was opened in 1846-47, and under the sand, embedded in gravel, were found an urn, 7 in. high and 9 in. in diameter, containing calcined bones, and other objects now preserved in the National Museum at Stockholm (ground-floor, Room III.). The urn was left where it was found. The two other hills, opened in 1874 and 1876, were found to be constructed on a similar plan. Near these hills is the *Tingshög* ('assize hill'), 32 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects.

FROM UPSALA TO NORRTELJE (81 Kil., railway in 4 hrs.). Intermediate stations unimportant. 21 Kil. *Lenna;* 41 Kil. *Knutby;* 60 Kil. *Rimbo*, connected with Stockholm (Östra Station) by the railway mentioned at p. 312 (56 Kil., in 3 hrs.). — 81 Kil. **Norrtelje** *(Stads-Hotel)*, a busy little trading town with 2500 inhab., lies in a pretty district at the W. end of the bay of *Norrtelgevik*, on the Baltic. In summer it is a favourite watering-place.

51. The Island of Gotland.

STEAMBOAT from Stockholm to Wisby 9 times weekly in 12-13 hrs., starting from the Riddarholm, the Rantmästaretrappa, and the Blasieholm return-fare 15 kr.). The excursion takes two days.

The **Island of Gotland** *(Gutaland)*, the largest in the Baltic, about 70 Engl. M. in length and 20-35 M. in breadth, lies about 60 M. from the mainland of Sweden and 37 M. from the island of Öland. It consists of a single plateau of limestone rock of the Si-



1 *Anatomicum*	D.4.	Nations husen:		22 *Posthuset*	D.4.
2 *Carolina Rediviva*	B.4.	12 *Göteborgs*	B.3.	23 *Regnellianum*	C.4.
3 *Consistorium*	C.3.	13 *Östgöta*	C.2.	24 *Seminarium*	C.4.
4 *Dombron*	C.3.	14 *Smålands*	B.3.	25 *S:t Erikskälla*	C.3.
5 *Erkebiskopshuset*	B.4.	15 *Stockholms*	C.4.	26 *Skytteanum*	C.4.
6 *Gillet*	C.3.	16 *Upplands*	B.3.	27 *Slottskällan*	C.4.
7 *Gustavianum*	B.3.	17 *Westgöta*	C.4.	28 *Stadshus*	C.4.
8 *Islandsbron*	D.4.	18 *Vestmo Dala*	B.3.	29 *Telegrafen*	C.3.
9 *Jernbron*	C.3.	19 *Ned. Slottspark*	C.4.	30 *Trefald. kyrka*	B.C.4.
10 *Jernvägshotell*	D.4.	20 *Nybron*	C.4.	31 *Nya Universitetshuset*	B.3.4.
11 *Linnés förd. botaniska trädgård*	C.3.	21 *Odinslund*	B.4.		

▨ Gamla staden ▭ Nya stadsdelar

1. *Biskopshuset*	C.2.	9. *Hypotek Bank*	C.3.	17. *St. Lars*	C.3.
2. *Cellfängelset*	A.4.	10. *Kaserne*	C.3.	*St. Maria*	D.2.
3. *Elementar Läroverket*	C.3.	11. *St. Clemens*	C.2.	18.	
4. *Fattighuset*	C.3.	12. *St. Drotten*	C.2.	19. *St. Nicolaus*	D.2.
5. *Förädshuset*	C.5.	13. *St. Gertrud*	D.2.	20. *St. Olof*	C.2.
6. *Frimurare Logen*	B.2.	14. *St. Hans*	C.4.	21. *Landshöfdingeresidenset*	B.4.
7. *Gotlands Fornsal*	C.2.	15. *Helge Andskyrkan*	D.2.	22. *Rådhuset*	C.3.
8. *Hospital*	D.2.	16. *St. Katarina*	C.3.	23. *Tullhuset*	B.4.

Geograph. Anstalt von Wagner & Debes, Leipzig

lurian formation (overlaid with sandstone at the S. end), rising to a height of 70-100 ft., and ending abruptly on the sea-board in cliffs, here known as *Klint*. From this plateau rise a few isolated hills, as the *Thorsburg* (225 ft.) and the *Hoburg* (120 ft.). The islands of *Stora* and *Lilla Karlsö*, to the S.W. of *Klintehamn* (p. 326), are 190 ft. and 210 ft. high respectively. In every part of Gotland occur large boulders of gneiss, granite, and porphyry *(gråstenar, vräkstenar*, or *rullstenar)*, deposited by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a large part of its surface is covered with swamps *(myrar* or *träsk)*, from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lummelunds-Träsk*. The few scanty streams in the island are lost in the thirsty limestone soil, or in summer dry up altogether. Here and there, however, a spring wells forth from one of the 'landborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes. The greater part of the island is fertile and well cultivated. The climate is mild, trees flourish, and the venerable walls of Wisby are luxuriantly clothed with ivy. The population (51,000) is chiefly engaged in agriculture and cattle-breeding. The horses (here called 'russ') and sheep of Gotland, both highly prized, are allowed to run wild in summer Quarrying and lime-burning are among the other resources of the island.

The History of Gotland is inseparable from that of Wisby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'), situated at the foot of the *Klint*, on the N.W. coast. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great route established in the 12th cent. between Asia, Novgorod in Russia, and the Baltic. Wisby afterwards became a factory of the *Hanseatic League*, and shared its decline. All the principal nations of Europe had their representatives here, but the Germans preponderated, half of the council and one of the two superior magistrates being Germans. The international importance of the place is further apparent from the fact that its chief churches were erected by several of the rival nations. — The famous maritime *Code of Wisby*, a compilation from Netherlandish and Romanic sources, and written in low German, is called the 'Waterrecht, dat de Kooplüde und de Schippers gemaket hebben to Wisby'.

The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundvåg
Och spela med ädlaste stenar.
Svinen äta ur silfvertråg
Och hustrurna spinna på guld-tenar'.
(Old Ballad).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Wisby was attacked by Waldemar III. of Denmark in

1361. He landed at Eista-Socken, to the S. of the town, and outside the gates defeated the inhabitants, of whom 1800 fell. He then plundered the place, which never recovered from the blow, especially as the Oriental trade was afterwards diverted to S. Europe. For a time the island was in the possession of the Teutonic Order, but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the 'Vitalienbrüder', Eric XIII., the deposed king of Sweden, Ivar Axelson, and particularly Severin Norby, the Danish admiral. At length it was finally reunited to its mother-country by the Peace of Brömsebro in 1645.

Wisby (*Stads-Hotel*, Strand-Gatan, Pl. B, C, 3, with restaurant and café, English spoken; *Smedman's Hotel*, Häst-Gatan, Pl. C, 3, and *Gästgifvaregård*, St. Hans-Gatan, Pl. B, 4, both hôtels garnis; *Baths* of the *Nya Badhusbolag*, to the S. of the harbour, Pl. A, 4), which now contains 6700 inhab., or about one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing and carefully preserved ruined churches, while the town is still enclosed by its ancient walls. Both from sea and land the town presents a grand appearance.

Wisby is divided into four *rotar* or quarters, indicated on the Plan by different shading. *St. Hans-Rotan*, the oldest part of the town, contained most of the churches; *Strand-Rotan* adjoins the old harbour, now filled up and covered with gardens; *Norder-Rotan*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klinte-Rotan* forms an upper quarter, between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen*; Pl. A, B, 4) affords little protection to shipping, while the *Outer Harbour (Yttre Hamnen)* is formed by a breakwater *(vågbrytare)* on the W. side. To the N. of the harbour, between the town and the coast, extend pleasant promenades (with the 'Paviljong' restaurant). Near the tower of *Silfverhättan* (Pl. B, C, 2), usually called *Mynttornet*, is a café.

The *Town Walls, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Wisby. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1) where, according to tradition, a treacherous maid of Wisby, who was in league with Waldemar, was built into the wall as a punishment, and the *Kames Tower* (Pl. C, D, 1) on the coast, at the N. end of the town, the walls ascend the Klint towards the S.E., cross the hill to the S. gate at the S.E. angle of the town (Pl. C, 5), and descend to the old castle of *Wisborg* (Pl. A, 4) and the harbour at the S.W. end of the town. On the land-side the walls are about 2400 yds. in length, and on the side next the sea about 1980 yds. From the walls, at equal distances, and in several stories, rise a

number of large *Towers (Högtornen)* 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans *(Hängtornen*, or *Sadeltornen)* stand on the wall itself, being supported by corbels outside. Between these towers, and under the roof with which the wall is covered, formerly ran passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high towers' 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two parallel moats.

Wisby once possessed fifteen CHURCHES. Three have disappeared, eleven are in ruins (the custodian of the keys lives near St. Nicholas), and one only is still used. This is the *Cathedral of St. Mary* (Pl. D, 2), at the foot of the Klint, once the German church, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. The hill behind the church commands an extensive *View of the town and its ruins.

To the W. of the cathedral are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), of the 12th cent., with huge towers once probably used for defensive purposes. To the S. is **St. Catharine's* (Pl. 16), the church of the Franciscans, erected about 1230, an elegant Gothic edifice, of which twelve slender pillars and some of the ribs of the vaulting are still standing. The *Helge-Andeskyrka*, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, with one choir in common. To the W. rises the Romanesque church of *St. Clement* (Pl. 11), with a fine S. portal.

Perhaps the most interesting of the ruined churches is that of **St. Nicholas* (Pl. 19; D, 2), partly in the Romanesque, partly in the Gothic style, probably built after the middle of the 13th century. In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These gems were carried off by Waldemar, but his ship was wrecked, and they are said still to illumine the depths of the sea near the Karlsöar. The interior is very picturesque. It is well worth while to ascend to the curiously overgrown roof (fine view). The churches of *St. Gertrude* (Pl. 13), *St. Olof* (Pl. 20), and *St. Hans* (Pl. 14) are insignificant.

A most interesting walk may now be taken through the N. gate to the church of *St. Göran* (see Plan, to the right of D, 1) and the *Galgebacke*, the finest point in the environs, where we enjoy a splendid *VIEW of the town and its walls.

In the *Korsbetning* (Pl. D, 5), 5 min. from the S.E. gate, rises a curious old monolithic *Cross*, 9 ft. high, with a Latin inscription, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361.

Excursions. Pleasant drive or sail of 1 hr. to the promontory of **Högklint* (150 ft.), to the S. of Wisby. Walkers follow the high-road from the S. gate (Pl. C, 5), take the first turning to the right beyond the stone erected in memory of the visit of Oscar II., and soon reach the *Villa Fridhem*, the property of the royal family, with grounds open to the public. The Högklint affords a fine view, particularly in the direction of Wisby. Steps ascend on the W. side of the rock to a small pasture *(Getsvältan)* and a cavern.

Gotland possesses a narrow-gange Railway, opened in 1879: from Wisby to *Hemse*, 55 Kil., in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Wisby is on the S. side of the town (Pl. B, 5). — 13 Kil. *Bardlingbo;* 21 Kil. *Roma*, with an old Cistercian convent, partly rebuilt in later centuries; 27 Kil. *Bjerges;* 32 Kil. *Butle;* 40 Kil. *Etelhem;* 46 Kil. *Stånga*, with an interesting old church; 55 Kil. *Hemse*.

A Drive round the Island is more interesting than a trip by the railway. We first go to the N., passing the church and grotto of *Lummelund*, to *Fårösund*, the station of the French and English fleets during the war with Russia in 1855. Then follow the E. coast to *Rute*; *Slite*, near which are *Kyllej* and the curious rocks called the *Stenjättar*, or Stone Giants; *Thorsburg*, with an interesting round intrenchment, 1600 yds. in circumference; *Ronehamn*, to the E. of rail. stat. Hemse; and *Hoburgs Refsudden*, the S. end of the island. The S. part of the island is treeless, but the curious promontory of *Hoburg*, near *Refsudden*, with its lighthouse and cavern ('Hobnrgsgnbbens Sängkammäre', bedroom of the old man of Hoburg) will repay a visit. From Refsndden we retnrn to Wisby by *Klintehamn*, a village on the coast, 30 Kil. to the S. of Wisby, visited by sea-bathers in summer (diligence and steamboat to Wisby). From Klintehamn we may visit the pictnresque *Karlsöar*. This excnrsion also affords a good opportnnity of seeing the handsome Gothic churches of the island, most of them dating from the 13th cent., abont 90 in number. Their large isolated towers, known as 'Kasteller', appear to have been used in ancient times as places of refuge and are therefore probably older than the churches themselves. See 'Gotland's Konsthistoria' by *Brunius*.

52. From Stockholm to Westerås and Örebro.

217 Kil. Railway ('Westmanlands-Jernväg'). Express in 7-7¼, ordinary train in 13-14 hrs. (fares 11 kr. 55, 7 kr. 80 ö.).

The train starts from the Central Station (p. 285). It skirts the *Rörstrandsvik*, passing the factories of *Atlas* and *Rörstrand* (p. 317), on the right, and the château of *Karlberg* (p. 317), on the left, beyond which the branches to Wärtahamnen (p. 312) and Upsala (p. 317) diverge on the right. 6 Kil. *Sundbyberg*, 11 Kil. *Spånga*, 17 Kil. *Jakobsberg*. We then cross the narrow strait of *Stäket*, at the entrance of the Upsala arm of the Mälar (p. 318), and traverse the island of *Stäkesö* by means of a tunnel. Another bridge carries us to (28 Kil.) *Kungsängen*. 36 Kil. *Bro*. Beyond (47 Kil.) *Bålsta* we cross the narrow *Ekolsundsvik*. 56 Kil. *Ekolsund*, 64 Kil. *Grillby*.

74 Kil. **Enköping** *(Stads-Hotel)*, a small town near Lake Mälaren, on which a steamer plies to Stockholm. Large market-gardens. 82 Kil. *Lundby*, 88 Kil. *Orresta*, 95 Kil. *Tortuna*.

101 Kil. **Tillberga**, junction of three lines: one to the N. goes to Hedensberg, Ransta, Tärna, and *Sala* (28 Kil.; p. 336); another to the W. to Skultuna, Svanå, *Ramnäs* (28 Kil.; Strömsholms-Canal, see

below), Seglingsberg, Nordanö, Engelsberg, Högfors, *Norberg* (with valuable iron-mines), *Kärrgrufvan* (68 Kil.), and *Krylbo* (p. 336); and our line runs to the S. W. to Westerås and Örebro.

111 Kil. **Westerås** *(Central Hotel; Hôtel Westerås; Hôtel Klippan; Nya Hotel)*, a town of 8500 inhab. and seat of a bishop, originally called *Westra Aros* ('W. mouth', while Upsala was called Östra Aros), lies on a bay of the Mälar. It was once a very important place. No fewer than eleven diets of the kingdom were held here, chief of which was the 'Westerås Recess', which abolished the Roman Catholic religion in Sweden.

The *Cathedral, rebuilt by Jarl Birger on the site of a church founded in the 11th cent., was consecrated in 1271, afterwards much altered, and restored in 1850-60. It is a fine Gothic edifice, 100 yds. long, 28 yds. broad, and has a tower 309 ft. high.

Observe in the Interior an altar-piece of the beginning of the 16th cent., the handsome candelabra, and the monuments of the administrator *Svante Sture* (d. 1512). *Marshal Magnus Brahe* (d. 1844), and the unhappy *Eric XIV.* (p. 334). The marble sarcophagus of Eric was placed here by Gustavus III. instead of the old tombstone inscribed with a verse from the Bible, and by his order the crown and sceptre were brought hither from the tomb of John III. at Upsala.

The *Episcopal Library* of 12,000 vols. contains the valuable books of the Elector of Mayence, carried off by Oxenstjerna in the Thirty Years' War.

On a hill to the S.W. of the mouth of the brook *Svartå*, not far from the station, rises the old *Castle*, once a robber's stronghold, afterwards captured by Gustavus Vasa and strengthened, where Eric XIV. was imprisoned from June, 1573, to the end of 1575. After a fire in the 17th cent. it was rebuilt, and is now the seat of the provincial government.

In the *Vasa Park*, by the town-hall, rises a bust of Gustavus Vasa by Qvarnström, in memory of the diet of 1527. The cucumbers and other vegetables grown here are much esteemed.

Steamboat on Lake Mälaren to Stockholm daily in 6-7 hrs.

121 *Dingtuna*. 130 Kil. *Kolbäck*, where the train crosses the *Strömsholms-Canal*, is the junction of a line to Rekarne and Eskilstuna, the first station on which is (8 Kil.) Strömsholm.

The Strömsholms Canal, about 110 Kil. long, constructed in 1777-95 and improved in 1842-59, connects the mines of Westmanland and Dalarne with the Mälar and the Baltic. Steamboat from the *Köttorg* and the *Mälartorg* at Stockholm through the canal to Smedjebacken daily. Passengers may sleep on board the night before starting and the night after arrival. The lake-voyage to Strömsholm (comp. pp. 314-316; 8 hrs.) is rather tedious, but the canal is worth seeing, the finest part being between Strömsholm and Ramnäs (about 6½ hrs.; thence to Smedjebacken 6½ hrs. more). At Ramnäs we may take the train if tired of the steamer (p. 326). **Strömsholm** *(Inn)*, with its château founded by Gustavus Vasa and rebuilt from a design by Nic. Tessin in the 17th cent., and a famous stud, lies on a northern bay of the W. end of the Mälar. The canal begins here; first lock. Two more locks at *Westerqvarn*, and a fourth at *Prestforsen*. The falls at *Kolbäcksån*, *Sörqvarn*, *Skansen*, and *Trångfors* are avoided by means of eight locks. This is the finest part of the canal, especially at *Skansen* (Inn). Another lock at *Alsätra* leads into the *Öst-Surasjö* (181 ft. above

the sea); we then pass through two more and through the *Norrbyström* to *Ramnäs* (Inn), where we may leave the steamer. Many forges and factories are passed.

Two new locks ascend to the lakes *Nedre* and *Öfre Nadden*; we come to another at *Seglingsberg* and another at *Wirsbo*, and next reach the large lake of *Åmänningen* (250 ft.). Then follow the lakes of *Lilla Aspen* and *Stora Aspen* and three great iron locks at *Westanfors*, *Uddnäs*, and *Fagersta*. Lastly three locks at *Sembla*.

Near the lake of *Wefungen* is the boundary of the province of Dálarne or Dalecarlia. Contiguous to this lake is that of *Södra Barken* (329 ft.), on which lies the finely situated *Söderbärke* (with church and parsonage). Lastly the picturesque lake of *Norra Barken* (378 ft.), with *Norrbärke* and Smedjebacken (*Hotel*, well spoken of), the centre of a great mining district, with steam-hammers, factories, etc. — Railway to *Ludvika*, see p. 332.

136 Kil. *Munktorp.* — 146 Kil. **Köping** *(Jernvägs-Hotel; Köping's Hotel)*, an old town of 3900 inhab., on the *Köpingså*, which falls into the Mälar in the vicinity, is the junction of a branch-line running past several important iron-works to (34 Kil.) *Uttersberg* and (46 Kil.) *Riddarhyttan*. Steamboat from Köping to Stockholm daily.

155 Kil. *Walskog*, junction of the Nyköping, Flen, and Eskilstuna line (p. 329).

163 Kil. **Arboga** *(Hotellet; Gästgifvaregård)*, once a famous trading town ('gammal som Arboga gata', says an old proverb), but now with 4800 inhab. only, lies on the *Arbogaå*, from which the Hjelmare Canal diverges (p. 329). The church, with its lofty spire, contains a Descent from the Cross attributed to Rembrandt. — Steamer to Stockholm daily in June and July, at other seasons thrice a week.

167 Kil. *Jäders Bruk*, 178 Kil. *Fellingsbro*, 187 Kil. *Ullersäter*.

192 Kil. *Frövi*, junction of an important mineral line to Ludvika.

From Frövi to Ludvika (98 Kil., in 5½ hrs.; fares 5 kr. 40, 3 kr. 70 ö.). The line traverses one of the most important mining districts in Sweden, rich in iron, copper, and lead. 10 Kil. *Wedevåg*.

19 Kil. **Linde** *(Hotel)*, a mining town of 1500 inhab., prettily situated between the two *Lakes of Linde*, was rebuilt after a fire in 1869.

The train follows the E. bank of the lake of *Rossvalen* to *Gusselby*, *Storå* (from which a branch diverges to the silver and lead mine of *Guldsmedshyttan)*, *Wasselhyttan*, *Rällså*, and *Bångbro* (junction for *Bånghammar*, *Kölsjön*, and *Kloten*). — 55 Kil. *Kopparberg* (Hotel) lies in the midst of immense mines. — 63 Kil. *Ställdalen*, where our line crosses the Kil and Falun railway (p. 332), with which we then run nearly parallel to Ludvika. Stations *Ställberg*, *Hörk*, *Grängesberg*, *Björnhyttan*, *Gonäs*.

98 Kil. *Ludvika*, see p. 332.

201 *Ervalla*. From (205 Kil.) *Dylta-Bruk* a branch-line goes to Jerle and the picturesquely situated little mining town of *Nora*, surrounded with iron-works and mines. (Thence to Karlskoga, see p. 283.)

217 Kil. **Örebro** *(Örebro Hotel; Central Hotel; Jernvägs-Hotel)*, one of the most ancient towns in Sweden, capital of the 'Län' of that name, with 15,200 inhab., lies in a flat region on the *Svartå*, near *Lake Hjelmare* (76 ft.). No fewer than fifteen diets of the Estates were held, and the destinies of the country frequently de-

cided, at Örebro. This was the birthplace of Engelbrekt Engelbrektsson, the famous Swedish patriot (comp. p. lvii). The *Svartå* flows through the town from W. to E., and the handsome Drottning-Gata intersects it from N. to S. The town has a very modern appearance, having been almost entirely rebuilt after a great fire in 1854. To its ancient period, however, belongs the venerable *Slott* with its four round towers, situated on an island in the river, and now occupied by government offices, and the *Church*, partly restored. In the Stora Torg is the modern *Stadshus*, in the Gothic style, in front of which rises a *Statue of Engelbrekt* by Qvarnström, erected in 1865. Among other handsome buildings are the *Theatre*, the *Kungsstuga* ('king's house'), one of the oldest and quaintest timber buildings of Sweden, and the *Allmänna Läroverk* (or *Karolinska Skolan*), with its small museum. In front of the latter an *Obelisk* has been erected in memory of the Swedish reformers Olaus and Laurentius Petri (p. lxii). Walks to *Skebäck*, on Lake Hjelmare, and *Adolfsberg*, a small watering-place to the S., a stopping-place of the slow trains.

STEAMBOAT from Örebro four times a week through the *Örebro Canal* (opened in 1888) to **Lake Hjelmare** (76 ft.; 75 Kil. long, 10-15 Kil. broad), through the *Hjelmare Canal* (N.) to the *Arbogaå* (p. 328), down this river to the **Mälar**, which it reaches at Kungsör (see below), and then down this lake to Stockholm. — Another steamer plies thrice weekly between Örebro and *Skogstorp*, at the E. end of the lake. (Thence by rail to Eskilstuna in 1/4 hr.) The scenery of Lake Hjelmare is tame. Its pike and crayfish ('gäddor', 'kräftor') are much esteemed. A monument on the *Engelbrektsholm*, in the W. part of the lake, marks the spot where Engelbrekt was assassinated by Måns Bengtson in 1436. A little to the E. of the entrance to the canal is *Stora Sundby*, the château of Count Platen, erected by Robinson in the English-Romanesque style.

A railway goes from Örebro to *Mosås*, *Kumla*, and (25 Kil.) *Hallsberg*, on the Westra Stambana (p. 273; express in 40 min.; fares 2 kr. 15, 1 kr. 50 ö.; ordinary trains in 3/4-1 1/4 hr.; fares 1 kr. 35, 90 ö.).

53. From Kolbäck and Walskog to Flen, Nyköping, and Oxelösund.

RAILWAY in 7-9 hrs.; from Kolbäck to Oxelösund 132 Kil. (fares 8 kr. 5, 5 kr. 35 ö.); from Walskog to Oxelösund 138 Kil. (fares 8 kr. 40, 5 kr. 40 ö.).

Kolbäck, see p. 327. The train follows the course of the Strömsholms Canal to *Strömsholm* (p. 327), at its mouth, crosses the *Borgasund*, skirts the shore of the mainland, and crosses the *Qvicksund* to the station of that name. 18 Kil. *Rekarne*, junction of the railway coming from (24 Kil.) *Walskog* (p. 328), *Kungsör* (at the mouth of the Arbogaå, see p. 328), and *Öster-Tibble*. We give the distances from Walskog.

29 Kil. *Thorshälla*, on the *Thorshällaå* or *Eskilstunaå*, near its influx into the Mälar, was once the port of Eskilstuna, to which however a direct waterway was afforded by the construction of locks (1856-60) avoiding the falls of the stream.

35 Kil. **Eskilstuna** (*Central Hotel; Gästis; Nya Hotel;* excellent river-baths), a town with 11,000 inhab., charmingly situated on the *Eskilstunaå*, owes its name to St. Eskil, an Englishman, Archbishop of Lund, and the apostle of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death, retired to the Bernardine monastery of Clairvaux in France, and died there in 1181. A Bernardine monastery, founded here in the 12th cent., was converted into a royal château by Gustavus Vasa in 1527 and burned down in 1680. In 1654 the first metal-works were established here, and in 1659 municipal privileges were conferred on the town. Since then it has become an important manufacturing place, chiefly for iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, and the *Nya Stad*, the *Fristad*, and the *Karl Gustafs Stad* on the W. bank.

Among the great factories are the *Karl Gustafsstads Gevärsfaktori*, or gun-factory, on an island in the river, founded in 1814; *Munktell's Foundry and Engine Works*, opposite; and the *Tunafors Rolling and Polishing Works*, to the S. of the town. Damascened wares are a specialty of the famous steel-works in the Fristad. The *Technical School* contains a collection of the products of the place.

Steamboat from Eskilstuna ten times weekly to Stockholm, by *Thorshälla* and *Strengnäs* (p. 316). — To the N.E. of Eskilstuna is (12 Kil.) the church of *Jäder*, the burial-place of *Axel Oxenstjerna* (d. 1654). Adjacent is the large estate of *Fiholm*, on Lake Mälaren.

40 Kil. *Skogstorp*, 45 Kil. *Hållsta*, 61 Kil. *Helleforsnäs*, 68 Kil. *Mellösa.*

65 Kil. **Flen**, junction of the Westra Stambana (p. 281; for Stockholm).

76 Kil. *Wadsbro*, 96 Kil. *Bettna*, 103 Kil. *Wrena*, 111 Kil. *Stigtomta*, 116 Kil. *Larslund*, all in the district of Södermanland (p. 281), with its numerous lakes.

125 Kil. **Nyköping** (*Stora Hotel; Rådhuskällaren*), with 5500 inhab., at the mouth of the *Nyköpingså*, which drains several lakes and here falls into the *Stadsfjärd*, a bay of the Baltic, is the capital of Södermanlands-Län, and is frequently mentioned in the early history of the country. A waterfall of the river here drives the *Nyköpings Mekaniska Verkstad*, a large engine-factory. — The Stockholm and Norrköping steamers touch at Nyköping several times weekly.

133 Kil. *Stjernholm.* 138 Kil. *Oxelösund*, with a good harbour, where the canal-steamers between Gotenburg, Jönköping, and Stockholm touch (see p. 278).

54. From Gotenburg to Falun.

478 Kil. Railway (*'Bergslagernas Jernvägar'*), express daily in 15 hrs. (fares 31 kr. 10, 17 kr. 65 ö.); ordinary trains take two days. This railway, which traverses the provinces of Dalsland, Wermland, Westmanland, and Dalecarlia (Dalarne) and connects the rich mining district (*'Bergslager'*) of Wermland with the great S.W. port of Sweden, offers few attractions to the tourist.

From Gotenburg to Öxnered (82 Kil.), junction of the Wenersborg-Uddevalla line, see pp. 266-268. To the right are the *Halleberg* and the *Hunneberg* (p. 269). — The line runs N., by (97 Kil.) *Frändefors*, (106 Kil.) *Brålanda*, and (114 Kil.) *Erikstad*, to —

123 Kil. **Mellerud** (*Rail. Restaurant; *Hôtel Mellerud*, close by), junction of the *Sunnanå-Fredrikshald* line (p. 84).

From *Sunnanå* (3 Kil. from Mellerud; train in 8 min.) the steamer 'Kinnekulle' (Restaurant on board) plies 4-5 times weekly across Lake Wenern to *Hellekis* and to (3 hrs.) *Råbåk*, on the *Kinnekulle* (p. 270; fares 4, 3¾, 3 kr.).

131 Kil. *Köpmannabro*, where we cross the *Dalslands Canal* (p. 82), which here issues from Lake Wenern. — 144 Kil. *Ånimskog;* 155 Kil. *Tösse;* 164 Kil. *Åmål*, a little town of 2700 inhab.; view of the lake to the right.

Near (181 Kil.) *Seffle*, the train crosses the canal of that name, which connects the *By-Elf*, and through it the extensive *Glafsfjord*, with Lake Wenern. The line then threads its way among the numerous lakes of *South Wermland*. 189 Kil. *Wermlandsbro;* 200 Kil. *Segmon;* 210 Kil. *Grums;* 221 Kil. *Edsvalla*.

232 Kil. **Kil** (p. 283), junction of the *Nordwestra Stambana* (R. 45), and of a short branch-line to Frykstad.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klar-Elf*, which we cross by a handsome bridge. A steamer plies thence to *Uddeholm* (see below), viâ *Munkfors* and *Ransäter*, the birthplace of the poet Geijer. — 254 Kil. *Mölnbacka;* 264 Kil. *Molkom;* 271 Kil. *Lindfors;* 279 Kil. *Geijersdal*.

293 Kil. *Daglösen*, at the S. end of Lake Daglösen (415 ft.).

Branch-Line in 20 min. to (8 Kil.) **Filipstad** (*Stads-Hotel*), also a station on the branch-line from Christinehamn (p. 283), pleasantly situated at the N. end of *Lake Daglösen*. Finest view from the *Hastaberg*. Numerous iron-mines. On the edge of the lake, behind the town, is the tomb of John Ericsson (p. 311), with a monument. — Railway (72 Kil., in 5 hrs.) from Filipstad to **Uddeholm** (see above) and *Edebäck* on the *Klar-Elf*, with extensive iron-works. The 'Uddeholms Actie-Bolag', which possesses numerous iron-works and estates, is one of the greatest companies in Sweden.

A journey up the valley of the **Klar-Elf** brings us to the most solitary district in Wermland and finally to the range of imposing mountains that separate Sweden from Norway. On the borders is the *Finskog* ('Finn wood'), inhabited by the Finns transplanted hither by Charles IX., who still retain their old manners and costumes. — Beyond the frontier the scene becomes more and more desolate, especially in the neighbourhood of *Lake Fämund* (p. 276), where the **Klar-Elf**, first known as the *Fämunds-Elf* and then as the *Tryssil*, takes its rise.

304 Kil. *Herrhult*, where our line crosses the branch-line from Christinehamn to Persberg and Filipstad (p. 283). — 315 Kil. *Loka*, with a healing spring; 326 Kil. *Grythyttehed* (junction for Kortfors,

p. 283); 334 Kil. *Hellefors;* 341 Kil. *Sikfors;* 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes.

At (372 Kil.) *Ställdalen* the Bergslagernas line crosses the Frövi-Ludvika line (p. 328), and the two lines run parallel from this point to (384 Kil.) *Hörken*, (392 Kil.) *Grängesberg*, with important iron-mines, (399 Kil.) *Klenshyttan*, and Ludvika. Between the lakes *Norra Hörken* and *Sodra Hörken* the construction of the railway is interesting. Near Grängesberg we cross the boundary between Westmanland and Dalarne.

408 Kil. **Ludvika** *(*Jernvags-Hotel)*, on *Lake Wessman* (500 ft.), is connected by a branch-line (18 Kil.) with *Smedjebacken*, on the Strömsholms Canal (p. 328).

417 Kil. *Gräsberg;* 426 Kil. *Rämen*, on the lake of that name; 435 Kil. *Skräcka.*

455 Kil. **Borlänge** *(Jernvägs-Hotel)*, junction of a branch-line to *Krylbo* (p. 333).

At (456 Kil.) *Domnarfvet* (Inn) a lofty bridge carries the train over the *Dal-Elf*, which here forms a waterfall. The water-power required by the Bessemer steel-works here, belonging to the Stora Kopparbergs Bergslag at Falun (p. 333), is brought from the river by a tunnel 330 yds. long. — 461 Kil. *Ornäs* lies at the S.W. end of *Lake Runn* (355 ft.), on which a steamboat plies.

Ornäs and the banks of the Runnsjö are classic soil in Swedish history. At *Rankhyttan*, at the S.E. end of the lake, is the barn *(kungslada)* in which Gustavus Vasa, when a fugitive, disguised as a Dalkarl, once thrashed corn. At *Ornäs* he was enabled by *Barbro Stigsdotter* to elude his pursuers, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are shown here in the *Kungskammare*, from the window of which Barbro let him down by a long towel.

478 Kil. **Falun** *(Stads-Hotel*, in the market-place; *Nya Hotel; Falu Hotel)*, the capital of *Dalecarlia* (Swed. *Dalarne*, 'the valleys'), with 8300 inhab., famed for its copper-mines, lies between lakes *Warpan* and *Tisken*, on both banks of a small stream, and not far from the *Runnsjö*. The town has grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are *Östanfors*, *Lillarfvet*, *Öfvra* and *Yttra Asen*, *Slaggen*, and *Holmen;* on the W. bank *Presttägten*, *Gamla Herrgården*, and *Elsborg*. The principal buildings are the *Kristina-Kyrka* in the Stor-Torg, the *Kopparbergs-Kyrka*, with its green copper roof, the *Rådhus*, the *Gymnasium*, and the *Magasinhus*, which contains a collection of minerals. The *Villa* at Lillarfvet and *Manhem* to the E. of the town are popular resorts.

Towards the S.W. the whole country looks burned up by the *Roströk*, or smoke from the *Rosthögar* ('roasting hills') round the mines. This smoke blackens wood and tarnishes metals exposed to its influence, but it is believed to ward off epidemics. The fumes of the copper-vitriol in the mine itself are still more preservative. In 1719 the body of a young man named *Mats Israelsson*, who had perished in the mines 49 years before, was recovered in so good

preservation, that it was immediately identified by an old woman to whom he had been betrothed.

The Falu Grufva or Stora Kopparberget (corrupted to *Kårberget*), called 'Sveriges skattkammare' (treasury of Sweden, by Gustavus Adolphus) has been known to history since 1374. The yield was formerly much larger than now (about 4000 tons annually in the 17th cent., but less than 300 tons in 1891). Of late years the yield of auriferous and argentiferous quartz has considerably increased; in 1891 3760 oz. of gold and 10,670 oz. of silver were produced. The proprietors are called *Fjerdepartsegäre*, of whom in the year 1616 there were as many as 1200. Each *Fjerdepart* is worth about 4000 crowns. The company is called the *Stora Kopparbergs Bergslag*.

Visitors (adm. 9-1 and 4-6; notice sent from Falun by telephone) are provided with miners' attire *(öfverkläder)* at the mining-office *(grufkontor)*, and with a miner *(stigare)* as a guide (fee 1-3 kr.; additional fee for gun-shots to awaken the echoes). The descent and ascent are made by means of a lift. The ground is very wet at places, and the lighting very inadeqnate. The expedition can hardly be called attractive, but visitors to Falun will hardly like to omit it. A visit should also be paid to the *Kopparhytta*, where the ore is smelted.

Railway to *Rättvik* on Lake Siljan (p. 334) and to *Gefle* (see p. 335).

Excursion to Lake Siljan.

The excursion to Lake Siljan may be made, as described below, by railway viâ Borlänge to *Insjön*, and thence by steamboat viâ *Leksand* to *Mora*, returning by railway (pp. 336, 335). — Or we may take the railway to (2½ hrs.) *Rättvik* (p. 334), which we reach about 5 min. before the departure of the steamer, and proceed thence by the latter to (1 hr.) *Mora* (95 ö.; or, if necessary, by railway from Rättvik to *Mora Noret*, 1½ hr.). In the afternoon we go by steamer to (2½ hrs.) *Leksand* (1 kr. 95 ö.), where we pass the night. Next day we take the steamer to (¾ hr.) *Insjön* (50 ö.), going on thence by railway. — Through-tickets to all places on Lake Siljan, valid for a fortnight, are issued at the Central Station at Stockholm.

Borlänge, see p. 332. — Thence by the 'Siljan Railway' to (37 Kil., in 1½ hr.; fares 2 kr. 45, 1 kr. 70 ö.) *Insjön*, passing *Tjerna*, *Lennheden*, where we cross the Dal-Elf, *Dufnäs* (with the large and finely situated iron-works of *Domnarfvet*), the steep rock of *Djurmoklack*, *Djurås*, where the Wester and Öster Dal-Elf join, and *Gagnef*.

At Insjön, on the little lake of that name, through which flows the Öster Dal-Elf, we take one of the Lake Siljan steamers to Mora (5½ hrs.; fare 2 kr. 70 or 1 kr. 25 ö.; back the same day for single fare; back within a fortnight, 4 kr., 1 kr. 90 ö.). We first steer up the Öster Dal-Elf to (½ hr.) **Leksand** *(*Inn)*, on the *Östervik*, the S. bay of Lake Siljan. On Sunday mornings we have a good opportunity here of seeing the peculiar costumes of the natives, who flock to church by land and water from all quarters. The *Käringberg*, to the N., commands an extensive view; 2 M. to the E. rises the *Tibbleberg*.

***Lake Siljan** (540 ft.), 'Dalarne's Öga' (the eye of Dalecarlia), enclosed by gently sloping and partially wooded banks, owes much of its interest to the inhabitants of its banks, who have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they support themselves by making watches, bells, furniture, grindstones, and other

objects in their own houses *(husslöjd)*. Many of the young men *(Dalkarlar)* and young women *(Dalkullor)* seek employment in other parts of the country, and return with their earnings to settle in their native province.

The steamboat reaches Lake Siljan in about 3/4 hr. from Leksand. To the left is the *Björkberg*, rising from the middle of the peninsula of *Siljansnäs*. To the right opens the bay of *Rällviken*, at the head of which lies **Rättvik** *(Hôtel Karlsvik)*, with an old church, prettily situated, and a railway-station (p. 335).

On some voyages the steamer now steers direct to the N. end of the lake. The lake narrows at the large island of (1 3/4-2 hrs. from Rättvik or Leksand) *Sollerön*, to the W. of which rises the *Gesundaberg* (1125 ft.).

Mora (tolerable *Inn*, where a carriage may be obtained), a village and church at the N.W. end of Lake Siljan, 64 Kil. from Leksand and 43 Kil. from Rättvik, is the terminus of the railway mentioned at p. 335. — To the N. the *Öslra-Dal-Elf* joins the broad water-course from the Orsa-Sjö; on its W. bank lies *Mora-Noret* (p. 335). — Many reminiscences of Gustavus Vasa are connected with this district. Near Mora is the *Klockgropsbacke*, from which Gustavus once addressed the people. At *Utmeland*, 1/2 hr. to the S., a small building occupies the site of the cellar in which the wife of Tomt Mats Larsson concealed Gustavus from his Danish pursuers, having covered the entrance with a beer-vat. The room in the interior is adorned with three pictures by *Höckert*, *E. Bergh*, and *Charles XV.* — The *Christineberg*, 1/4 hr. from Mora, is a fine point of view.

On the days when the steamer does not call at Rättvik, it steers to the N. from Mora across the adjacent *Orsa-Sjö* to *Orsa* (Inn), the terminus of the railway from Falun and Gefle (p. 335). To the N. of Orsa is the *Bäcka Porfyrverk*.

55. From Upsala to Gefle.

114 Kil. Railway in 3 1/2 hrs. (fares 6 kr. 85, 4 kr. 60 ö.).

Upsala, see p. 319. The train at first follows the course of the *Fyriså*. 4 Kil. *Gamla Upsala*, with the Kungshögar to the left (p. 322); 12 Kil. *Stor-Vreta*. Beyond (20 Kil.) *Waltholma* is the château of *Salsta*, erected by Tessin. 26 Kil. *Skyttorp*, 38 Kil. *Wendel*.

43 Kil. **Örbyhus**. The château, now the property of Count de la Gardie and Baron Klingspor, belonged for nearly two centuries to the Vasa family and was fortified by Gustavus. It was here that his half-insane son Eric XIV. was poisoned by order of his brother John III. on 25th Feb., 1577.

From Örbyhus to Dannemora, 9 Kil., branch-line in 20 min. (fare 55 or 40 ö.). The **Mines** of **Dannemora**, which yield the best iron in Sweden, occupy an area of 2 M. in length by 60-380 yds. in width. They lie 26-33 ft. below the level of the *Grufsjö*, against the encroachment of which they are protected by a massive wall of granite. The *Ungkarls-grufvan* and *Jungfrugrufvan* shafts are over 500 ft. in depth. — *Österby*,

1¾ M. to the E., the property of Baron Tamm, with a fine mansion, a park, a steam-hammer and other works, and a church, is quite a little town of itself. — The mines of *Leufsta* or *Löfsta* are about 20 M. to the N.

From Dannemora the train runs on to (39 Kil.) *Hargshamn*, on the Baltic, in 2½ hrs. more (fares 2 kr. 95, 1 kr. 95 ö.).

48 Kil. *Tobo;* 61 Kil. *Tierp*, on the *Tierpså*, in a fertile district. Numerous iron-works. 69 Kil. *Orrskog;* branch-line to the great iron-works of *Söderfors* on the *Dal-Elf*, driven by the falls of the river. 81 Kil. *Marma.*

88 Kil. *Elfkarleö.* We cross the Dal-Elf here by a bridge of six arches and a long viaduct. Visitors to the waterfall of *Elfkarleby*, 2½ M. lower down the river, alight here. The fall, 49 ft. high and 250 ft. broad, is of great volume. Best view from the stone bridge below the fall (inn). From this point drive to —

98 Kil. *Skutskär*, the next railway-station, a Baltic port with 1400 inhab. and huge saw-mills. (Steamboats to Gefle, etc.) — 99 Kil. *Harnäs*, on the Baltic, with a fine harbour.

114 Kil. **Gefle** (pron. yavelă; *Jernvägs-Hotel; Skandia; Central Hotel; Stadshas*), a thriving commercial and manufacturing place, with 25,000 inhab., is the chief outlet for the timber and metal yielded by *Gestrikland*, *Helsingland*, and *Dalarne.* The town has been almost entirely rebuilt since the great fire of 1869, which destroyed the quarter on the N. bank of the *Gefleå.* Pretty *Public Park.* Large *Shipbuilding Yards.* Pleasant trip by steam-launch to the fishing-village of *Bönan*, to the N.E.

From Gefle to Ockelbo (p. 337), 38 Kil., railway in 1½ hr., through wood. No important stations.

From Gefle to Falun and Orsa, 194 Kil.; railway to Falun in 3½ hrs. (fares 4 kr. 60, 2 kr. 75 ö.); thence to Orsa in 4½ hrs. (fares 5 kr. 40, 3 kr. 60 ö.). The country is uninteresting. Stations *Walbo; Margretehill; Sandviken*, on the *Storsjö*, with large Bessemer steel-works; *Kungsgården.*

38 Kil. **Storvik,** where we cross the Östersund railway (p. 337). 55 Kil. *Robertsholm;* 59 Kil. *Källviken.* The train now enters Dalecarlia or Dalarne. At *Ryggen* it reaches its highest point (705 ft. above the sea). Near (87 Kil.) *Korsnäs* (370 ft.), with large iron-works and saw-mills, we obtain a pleasant view of the *Runn-Sjö.*

92 Kil. *Falun*, see p. 332.

The train now ascends the course of the rivulet of Falun to *Falun Norra* and (101 Kil.) *Bergsgården*, on the W. bank of the little lake of *Warpen.* 105 Kil. *Grycksbo*; 118 Kil. *Sågmyra;* 126 Kil. *Slättberg;* 135 Kil. *Vestgårde.* We soon obtain a view of Lake Siljan to the left.

142 Kil. *Rättvik* (p. 334). — 149 Kil. *Vikarbyn;* 164 Kil. *Garsås.* 180 Kil. *Mora-Noret*, opposite Mora (p. 334), is situated on the W. bank of the stream, about 1¾ M. long, which unites the Siljan-Sjö with the Orsa-Sjö and is joined by the *Östra-Dal-Elf.* — 194 Kil. *Orsa*, see p. 334.

From Mora to Christinehamn, 221 Kil., railway in 9¾ hrs. (fares 14 kr. 10 ö., 10 kr.). — The intermediate stations are of little importance: *Vika*, *Vimo*, *Gäfvunda*, *Brintbodarne* (junction for a branch-line to *Malung*), *Van*. — 71 Kil. *Vansbro*, on the *Westra Dal-Elf*, which the railway follows as far as *Trekärn*. — *Vakern*, *Sågen*, *Neva*, *Oforsen*, *Wermlands Rämen*, *Lesjöfors*, *Långbansände*, *Långbanshyttan*. — 163 Kil. *Persberg*, on the *Yngen-Sjö*, has iron-mines. — 168 Kil. *Nyhyttan* is the junction for a short branch-line to Filipstad and Finshyttan (5 and 7 Kil.; p. 331). — 174 Kil. *Gammalkroppa*. — At (178 Kil.) *Herrhult* we cross the Kil and Falun railway (p. 331). *Nykroppa*, *Storfors*, all with iron-mines. *Nässundet*, on the *Ullvettern-Sjö*; *Sjöändan*. 221 Kil. *Christinehamn*, see p. 283.

56. From Stockholm viâ Upsala to Östersund and Trondhjem.

854 Kil. To *Storlien* Swedish *Nord-Stambana*, thence to Trondhjem *Norwegian Railway*. Railway in 28-56 hrs. (fares 47 kr. 55, 31 kr. 30 ö.; from Upsala, 43 kr. 55, 29 kr. 65 ö.). The express trains run only in summer (sleeping-berth, 3 kr., should be engaged in advance). Passengers by the slow trains sleep at *Bollnäs* and at *Östersund*. — This is the shortest route between Stockholm and Trondhjem. It is fatiguing, but the scenery is grand at places. Time permitting, we take steamer to *Hernösand* and *Sollefteå* (p. 339), and railway thence to *Bräcke* (p. 337).

From Stockholm to (66 Kil.) *Upsala*, see p. 317. — 79 Kil. *Wänge*; 86 Kil. *Åland*; 100 Kil. *Wittinge*; 107 Kil. *Morgongåfva*; 113 Kil. *Heby*.

128 Kil. **Sala** *(Stads-Hotel; Hôtel Sala)*, junction for *Tillberga* (p. 326), is a town of 5200 inhab., famous for its *Silfvergrufva*, the greatest silver-mine in Sweden. The yield, which some years ago fell off, is now about 450-650 lbs. per annum. Lead-ore and litharge are now the minerals chiefly worked. At the *Sala Hytta* on the *Sala Damm*, to the N. of the town, the interesting processes of refining the silver may be seen. — 138 Kil. *Broddbo*, 150 Kil. *Rosshyttan*.

161 Kil. **Krylbo** *(Jernvägs-Restaurant)*, where we reach the *Dal-Elf*, the historic frontier river of Dalarne, is the junction for *Tillberga* viâ *Ramnäs* (p. 326) and for a branch-line to Borlänge.

About 6 Engl. M. to the W. of Krylbo is *Brunnbäck*, where the Dalecarlians routed the Danes ('Jutar') in 1521.

'Brunbäcks elf är väl djup, också bred,
Der sänkte vi så många Jutar ned.
Så kördes Danskar ur Sverige.' *(Old Ballad.)*

From Krylbo to Borlänge, 64 Kil., railway in 2½-4 hrs. (fares 3 kr. 85, 2 kr. 60 ö.). — 4 Kil. *Avesta* on the Dal-Elf, with large iron-works; 23 Kil. *Hedemora*, a small town with 1500 inhab.; 30 Kil. *Vikmanshyttan*; 37 Kil. *Kullsveden*, whence a branch-line diverges to *Bispberg*, with iron-mines. — 39 Kil. **Säter** *(Stads-Hotel)*, founded by Gustavus Adolphus, with 580 inhab.; near it is the pretty *Sätersdal* and the *Bispbergs Klack*, with a fine view. 50 Kil. *Gustafs Tuna*; 57 Kil. *Stora Tuna*. 64 Kil. *Borlänge*, and thence to *Falun*, see p. 332.

Beyond Krylbo we cross the Dal-Elf by a bridge 740 ft. long and traverse a rich mining district. 165 Kil. *Jularbo*, 171 Kil. *Fors*, 179 Kil. *Morshyttan*, 185 Kil. *Horndal*, 190 Kil. *Byvalla*, 202 Kil. *Hästbo*, 209 Kil. *Torsåker*.

219 Kil. **Storvik** *(*Rail. Restaurant; Jernvägs-Hotel; Fru Skog's Inn)*, junction of the Gefle and Falun railway (p. 335).

The train now traverses the district of *Gestrikland*, in parts well wooded and fertile. Numerous small iron-works. 226 Kil. *Åshammar*, 235 Kil. *Järbo*. 257 Kil. *Ockelbo*, with extensive iron-works, connected by rail with the mines of *Vindkärn*. (From Ockelbo to Gefle, see p. 335.) We cross the *Norrå*. 274 Kil. *Lingbo*, the first station in the province of *Helsingland*; 284 Kil. *Holmsveden*.

300 Kil. *Kilafors*, whence a branch-line runs to *Söderhamn* (p. 340) and *Stugsund*. — Our line ascends the valley of the *Ljusne-Elf*, through woods and arable land. The river forms a chain of small lakes. We cross the *Woxna-Elf*, a feeder of the Ljusne.

317 Kil. **Bollnäs** *(*Jernvägs-Hotel*, at the station; *Nya Hotel)*, with 500 inhabitants. — 332 Kil. *Arbrå;* 337 Kil. *Wallsta*, on the *Orsjö* (405 ft.); 353 Kil. *Karsjö*, on the *Tefsjö* (405 ft.). In summer small steamers ply on the Orsjö and the Tefsjö.

The scenery now assumes more of a northern character. Beyond (365 Kil.) *Jerfsjö* the line crosses the Ljusne-Elf. — 380 Kil. *Ljusdal* (Jernvägs-Hotel), junction of a branch-line to *Hudiksvall* (p. 340). About 1 M. to the E. of Ljusdal is *Delsbo*, on *Lake Dellen*, on which a steamer plies in summer to *Näsviken* (thence to *Hudiksvall*, see p. 340).

We now skirt the *Wexnesjö* (440 ft.) and the *Letsjö* (490 ft.) to (387 Kil.) *Tallåsen* and (408 Kil.) *Hennan*, at the S. end of a lake of that name (795 ft). 428 Kil. *Ramsjö*, 446 Kil. *Mellansjö*, on lakes of these names. Scenery wild and wooded. — 464 Kil. *Östavall*, the first station in the district of *Medelpad*, on *Lake Aldern* (795 ft.), an expansion of the *Ljungå*. Country wooded and hilly. 473 Kil. *Alby*.

At (484 Kil.) **Ånge** *(*Jernvägs Hotel & Restaurant)* all passengers stop for the night in winter, but in summer only those for *Sundsvall* and *North Sweden* (p. 339). A branch-line runs hence to the E. to (38 Kil.) *Torpshammar* (with large iron-works) and *Sundsvall* (p. 340). — The main line runs to the N.W. and ascends the plateau of the province of *Jemtland*.

515 Kil. *Bräcke*, at the S. end of the *Refsundsjö* (945 ft.), past which the train is carried by embankments and cuttings.

526 Kil. *Stafre;* 539 Kil. *Gällö*. The name of (553 Kil.) *Pilgrimstad*, at the N. end of the Refsundsjö, recalls the mediæval pilgrimages to the tomb of St. Olaf at Trondhjem (p. 204). — 571 Kil. *Brunflo*.

The line next reaches the large ***Storsjö** (960 ft. above the sea), amidst beautiful scenery, in which the dark woods contrast

finely with the yellow corn-fields. In the foreground lies the island of *Frösö*; and in the distance the dark *Oviksfjell* and *Åreskutan* (see below). In summer several steamers ply on the lake, touching at Berg, Östersund, Trångsviken (see below), Ytterån (see below), Frösön, and other places.

586 Kil. **Östersund** *(*Grand Hôtel*, landlord speaks English, French, and German; *Stads-Hotel*, with restaurant; *Nya Hotet)*, the capital of the province of *Jemtland* and the seat of the 'Landhöfding', with 5500 inhab., was founded in 1786 and has grown rapidly since the opening of the railway. It is pleasantly situated on the E. bank of the Storsjö, opposite the lofty island of *Frösö*, with which it is connected by a bridge, 1420 ft. long, and has broad streets and gay timber-built houses. On Frösö, near the bridge, stands a Runic stone to the memory of Östmadur, the son of Gudfast, the builder of the first bridge. The church on this island, with walls 10 ft. thick, is one of the oldest in N. Sweden. The churchyard and the new belvedere of the Swedish Tourists' Union command beautiful *Views of the lake, with the snow-clad mountains to the W. — A stay of 3-4 hrs. at Östersund suffices.

The line skirts the N. bank of the Storsjö and crosses the *Semså*. 597 Kil. *Täng*. — At (607 Kil.) *Krokom* the line crosses the *Indals-Elf*. Dreary wooded and marshy region. Skirting the S. bank of the *Nätdsjö* (995 ft.) for a short distance, we next reach —

618 Kil. *Nätden*. The train follows the course of the *Fax-Elfe*, which connects the Näldsjö with the *Alsensjö* (970 ft.). It crosses the *Ytterå* beyond (624 Kil.) *Ytterån*, the little *Qvarnå* beyond (633 Kil.) *Trångsviken*, and the *Semlaå* at *Selander*, near its influx into the *Ockesjö*, beyond (644 Kil.) *Mattmar*. All these rivers and lakes form with the Storsjö an extensive inland water-system, upon which steamboats ply, affording pleasant trips. 655 Kil. *Mörsitl* has a sanatorium.

665 Kil. *Hjerpen*, with huge timber-yards, where the *Hjerpström* enters *Lake Lithen* (1045 ft.). — The train crosses the Hjerpström, follows the bank of the *Undersåkersä* to (678 Kil.) *Undersåker*, and skirts the sombre *Åresjö* (1230 ft.) to (692 Kil.) **Åre** *(*Rail. Restaurant)*, at the S. base of *Åreskutan* (4830 ft.; 'hump of Åre'). This height may be ascended hence in about 4 hrs., by a path provided with guide-posts; splendid view of the surrounding hills and numerous lakes.

We now enter a dreary mountain-solitude, rarely enlivened by human habitations. At some distance from the line are a few Lapp settlements. The climate resembles that of N. Siberia. Huge snow-ploughs standing in sidings, and long roofs to protect the line from avalanches, indicate the difficulties of the route in winter.

700 Kil. *Dufed* is the best starting-point for the Tännfors.

The excursion takes about 5 hrs., there and back, if 'skjuts' has been ordered beforehand by telegram to the station-master. We drive in 1¼ hr. to *Bodsjöedt* on the *Tänn-Sjö*, cross the lake by boat with two rowers in

½ hr. (1 pers. 1, 2-3 pers. 1½ kr.), and walk (no path) to the (¼ hr.) *Tännfors, 'Sweden's finest waterfall'. The fall, divided into two arms by the 'Bears' Rock', is about 100 ft. high and 40 ft. broad.

724 Kil. *Ånn* (1750 ft.), on the lake of that name (1725 ft.); 735 Kil. *Enafors* (1815 ft.), on the *Ena-Elf*. Country mostly wooded and marshy, with lofty mountains in the background. — 748 Kil. **Storlien** (1940 ft.; **Rail. Restaurant*, halt for dinner; *Sanatorium*), the last station in Sweden, is a cold and desolate spot, with scarcely a trace of vegetation. Carriages changed. The Norwegian line to (854 Kil.) *Trondhjem* (106 Kil. from Storlien) is described at p. 208.

56. The Swedish Norrland.

The vast Swedish 'NORRLAND', though visited of late years by many Swedish travellers and a few from other countries, is somewhat out of the track of the ordinary tourist. Full information as to the routes, etc., in this district may be obtained from the *Swedish Tourist Club* in Stockholm (p. 287), which will on request forward its own little 'Guide'. The best point from which to view the midnight sun is *Gellivara Dundret* (p. 341), reached from Luleå in 8 hrs.; but this interesting spectacle is also seen from many other points.

a. Railway from Bräcke to Luleå via Wännäs.

665 Kil. in 3 hrs. (fares 31 kr. 80, 21 kr. 20 ö.). The night is spent at *Ånge* (p. 337).

Bräcke, see p. 337. — The railway, finally opened in Aug., 1894, runs through extensive pine-forests and crosses numerous large rivers descending impetuously towards the sea and affording fine salmon-fishing. — 80 Kil. *Ragunda* lies on the navigable *Indals-Elf*, which the railway crosses by means of a bridge, 700 ft. in length. We skirt the left bank to (93 Kil.) *Bispgården*, whence we may descend by steamboat to Sundsvall (see below), the voyage being thrice interrupted by waterfalls, which must be passed on foot.

From Ragunda or Bispgården a visit (taking several hours) may be paid to the *Ragunda Böttnar*, the bed of a lake, 16 M. long, drained by the bursting of its banks in 1797. The waterfall *Döda Fallet* marks the former bed of the Ragnnda-Elf, which has since then altered its course.

131 Kil. *Långsele* (Inn) is the junction for a branch-line to (10 Kil.) the prosperous town of *Sollefteå* (Appelberg's Hotel, good), on the *Ångerman-Elf* (steamboats), claiming to be the most beautiful river in Sweden. From Sollefteå a railway (102 Kil., in 5 hrs.; 6 kr. 15, 4 kr. 10 ö.) runs to *Hernösand* (p. 340), traversing a picturesque region, with numerous saw-mills.

The main line crosses a bridge, 800 ft. long, over the imposing Ångerman-Elf at *Forsmo*. — From (222 Kil.) *Mellansel* (Inn) a branch-line diverges to (29 Kil.) *Örnsköldsvik*. — The *Gide-Elf* is crossed at (247 Kil.) *Björna*, and the *Öre-Elf* at (303 Kil.) *Nyäker*.

342 Kil. *Wännäs* (Jernvägs-Hotel; C. Sohlman's Hotel) is situated on the *Ume-Elf*, 26 Kil. to the W. of Umeå (p. 340). About 5½ M. from Wännäs is the large *Fällforsen* waterfall.

At (377 Kil.) *Windeln* we cross the *Windel-Elf*. — Between

(453 Kil.) *Bastuträck* and (487 Kil.) *Jörn* the *Skellefte-Elf* is crossed; at (518 Kil.) *Myrhedan* the *Byske-Elf;* at (583 Kil.) *Älfsbyen* the *Pite-Elf;* and at (621 Kil.) *Hednoret* the *Lule-Elf.*

629 Kil. *Boden* (*Gästgifvaregård) is the junction for the Luleå and Gelliwara railway (p. 341), which our train follows to Luleå. This line, built by a British company, has recently been purchased by the Swedish government. — 665 Kil. *Luleå*, see p. 341.

b. By Steamboat to Haparanda.

A steamer leaves Stockholm (Skeppsbro) almost daily, for *Luleå* (40-52 hrs.; 35 kr., 29 kr. 50 ö.) and *Haparanda* (about 60 hrs.; 40, 33 kr.). — Return-tickets 10 per cent less.

The first important place to the N. of Gefle is (70 Kil.) —

Söderhamn *(Söderhamn's Hotel; Hôtel Frank)*, a seaport with 10,400 inhab. and considerable exports of iron and timber, prettily situated at the N. end of the *Söderfjärd*, and almost entirely rebuilt since the fires of 1860 and 1876. The fore-port, *Stugsundet*, is about $2^1/_2$ M. from the town. — Railway to *Kilafors*, see p. 337.

Hudiksvall *(Stads-Hotel; Hôtel Helsingland)*, the next steamboat-station, about 60 Kil. to the N. of Söderhamn, a town with iron-works, saw-mills, and 4800 inhab., is connected by a short branch-line with *Forssa*, whence a steamboat plies to several stations on the *Norra* and *Södra Dellen* lakes (Delsbo, p. 337). From Hudiksvall a branch-railway runs to *Näsviken* (p. 337).

Sundsvall *(*Hôtel Knaust; Stadshus; Hôtel Daléen)*, handsomely rebuilt in stone after the destructive fire of 1891, is one of the chief trading towns in the Norrland, with 12,400 inhab. and large saw-mills on the picturesque *Alnösund* and the island of *Alnö*.

From Sundsvall to Torpshammar *(Ange, Östersund)*, 57 Kil., railway in 3 hrs. (fares 3 kr., 2 kr.). From (12 Kil.) *Wattjom* a short branch diverges to the iron-works and saw-mills of *Matfors*, on the *Ljunga-Elf*. Then *Nedanstjö*, *Kärfsta*, and *Wiskan*. 57 Kil. *Torpshammar*, see p. 337.

Hernösand *(Hôtel Norrland; Hôtel Bäfvern)*, capital of the Län of Westernorrland, a seaport with saw-mills, etc., and 5800 inhab., lies to the S. of the broad estuary of the *Ångerman-Elf* (well-equipped steamers). It is the seat of a bishop and of the 'landshöfding'. Railway to *Sollefteå*, see p. 339.

The Haparanda steamer next passes *Örnsköldsvik*, a small seaport to the N. of the *Lungö-Fyr;* then the *Skags-Fyr* and *Nordmaling*, and reaches (175 Kil. from Hernösand) —

Umeå *(Hôtel Forsberg; Stadskällare)*, the capital of *Westerbottens Län*, with 3000 inhab., at the mouth of the *Ume-Elf*. Vessels of heavy tonnage cannot ascend the estuary beyond *Holmsund*. The steamers go as far as *Djupvik*. — To the N. of Umeå the steamboat passes the lighthouses of *Holmö*, *Gadd*, and *Fjäderägg*, and next touches at *Ratan*, a busy little port, and *Skellefteå* (Källare), with 1000 inhab. and a handsome domed church. Then, (175 Kil. from Umeå) —

Piteå *(Inn)*, with 2600 inhab., and, 70 Kil. farther on, —

Luleå (**Stads-Hotel*, with café), with 3500 inhab., the capital of *Norrbotten Län*, and seat of the 'landshöfding'.

FROM LULEÅ TO GELLIWARA, 205 Kil., railway (one train daily) in 8 hrs. (fares 10 kr. 70, 7 kr. 15 ö.). — The chief intermediate stations are (36 Kil.) *Boden* (p. 340) and (114 Kil.) *Murjek*, 18-20 Kil. to the S.W. of which is Storbacken (see below). — **Gelliwara** (**Grand Hôtel*) is noted for its productive iron-mines (Malmberget), which are worked by a company whose headquarters are at Luleå. The hill of *Gelliwara Dundrel* (2425 ft. above sea-level; 1255 ft. above the lake at its foot), ascended in 2 hrs., affords a view of the midnight sun from June 5th to July 10th, as well as an otherwise fine panorama (refuge-hut on the top).

FROM LULEÅ TO QVICKJOCK, about 310 Kil., a journey of 4 days, costing about 130 kr. there and back (for rowing-boats: each rower 10-12 ö. per kilomètre; ask for tariff at Luleå). — 1st Day. By rail to *Boden* (see above), thence drive in 1½ hr. to *Heden*, and take the steamer to *Nedre Edefors* (good hotel). — 2nd Day. Walk to *Övre Edefors*, viewing the impressive rapids of the Lule-Elf on the way; then by rowing-boat (steamboat-service suspended in 1894) in 3-4 hrs. to *Storbacken* (good quarters); and drive in 7-8 hrs. viâ *Koskats* (good quarters) to (53 Kil.) **Jockmock** (good inn), with its church and parsonage, near a superb fall of the Lule. — 3rd Day. Walk or drive by the new road to *Slaskam* on the *Parki-Jaur;* row across the latter, and after a short stage on foot, row across the *Skalka-Jaur* (988 ft.) to the island of *Björkholm* (good station). — 4th Day. Row to *Tjåmotis*, and up the *Tjåmotis-Jaur* to (6 hrs.) *Njavvi* (good station); walk in ½ hr. to the end of the *Saggat-Jaur;* row in 5 hrs. to —

Qvickjock (**Gästgifvaregård*), or *Kvikkjokk*, a picturesque spot 995 ft. above the sea, in about 67° N. latitude, whence the midnight sun is visible as long as from Bodø (see table, p. 214). The village, which owes its foundation in the 17th cent. to a silver-mine once worked here, consists of half-a-dozen red timber-built houses and a church, and commands a fine view to the W. of the Lapland hills surrounding the Tara valley. The summit of the *Snjärak* (2425 ft.; easily ascended in 2 hrs.) commands an extensive view, and is an excellent point for seeing the midnight sun. — The journey hence to BODØ requires 3-4 days on foot, fatiguing and involving the fording of various brooks and rivers. The use of 'bandskor' on the feet is recommended. A guide (the brothers Holmbom of Njunjes, 30 kr.) and provisions are necessary. — 1st Day. Rowing-boat on the *Tara*, and then walk through wood to *Njunjes* (clean quarters) in about 6 hrs.; then walk to the *Tarasö* and cross it by rowing-boat to the *Tara Hut* (very primitive), in about 5 hrs. — 2nd Day. Walk through the Lappland Alps and over the fjeld to the (10 hrs.) *Varveke Hut* (still more primitive). — 3rd Day. Walk to the *Piski-Jaur* and through the *Leurodal* to the *Lommi-Jaur* and *Furulund* (p. 252), in about 10 hrs.

FROM JOCKMOCK TO THE FALLS OF NJOMMELSASKA. This excursion takes nearly three days (gnide, about 10 kr., and food necessary). — 1st Day. Walk or drive to the *Vaiki-Jaur* in 1 hr.; cross by boat in 20 min.; walk in 4-4½ hrs. to *Ligga* (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmoek or from Vaikijaur, to see that the boat is on the S. side of the lake. Otherwise the traveller will have to walk round its marshy bank to the opposite side, a wearisome digression of about 2 hrs.) — 2nd Day. From Ligga a walk of 4-5 hrs., through forest, to the ***Njommelsaska Falls** (950 ft.), formed by the *Stora Lule* as it issues from the *Stora Lule-Jaur*. The height of the actual fall is not more than 40 ft., but the stupendous cataracts above and below it descend about 250 ft. in all, and, with the wild and trackless forest on every side, present a most impressive scene. We return the same evening to Ligga, and thence on the third day to Jockmock.

The next steamboat-station is **Neder-Kalix** (**Gästgifvaregård*), finely situated at the mouth of the great *Kalix-Elf*, which a little higher up forms several grand cataracts, navigable for good boats

with skilful boatmen. The best starting-point for this sensational trip ('Forsfärd') is the sea-bathing place *Nordanskär* (*Inn), reached by steamer from Neder-Kalix in 3/4 hr.

Haparanda *(Hotel)*, the northernmost town in Sweden, on the right bank of the *Torne-Elf*, 1200 Kil. (745 Engl. M.) from Stockholm, a thriving place, with 1200 inhab., a church, good schools, etc. The sea-going steamers stop at the roads of *Salmis*, 8 Kil. below Haparanda, whence travellers drive to the town by 'stolkärra' (fare 2 kr.). — The Torne-Elf forms the boundary between Sweden and the Russian grand-duchy of Finland, in which the first town is the neighbouring *Torneå*.

From Haparanda to the Avasaxa. 78 Kil., there and back 25-30 hrs., without a night's rest. We drive by 'skjuts' along the well-cultivated right bank of the Torne-Elf, pictnresque at places, to (17 Kil.) *Kúkkola*, (18 Kil.) *Kórpikylä*, (16 Kil.) *Päkila*, (12 Kil.) *Niemis*, (21 Kil.) *Rúskola*, and (3 Kil.) *Matarengi* (Inn), which is reached in abont 11 hours. The steamer now plying on the river may perhaps be available from Kúkkola to this point. — At Matarengi we hire a gnide, cross the broad and rock-strewn *Torne-Elf* in a flat-bottomed boat, and ascend over smooth and moss-clad rocks to (3/4 hr.) the top of **Mt. Avasaxa** (670 ft.), which commands a fine view of the valley of the Torne-Elf and the hills enclosing it. From 22nd to 25th June, when the hill attracts many visitors, the lower edge of the midnight sun's disk appears distinctly higher than the intervening hills; but an unclouded horizon is rare.

The church-register at *Jukasjärvi*, which lies on the Torne-Elf about 250 Kil. farther to the N.W., contains interesting entries made by famous travellers. The earliest is by *Regnard*, the French savant (1681), who concludes with the words —

'*Sistimus hic tandem, nobis ubi defuit orbis*'.

This region was also visited by *Charles XI.* in 1694, by *Linnæus* in 1732, by *Celsius* and *Maupertuis* in 1736, and by *Louis Philippe* in 1796.

SKAGERRAK
KATTEGAT
JÜTLAND
Vend-syssel
Thy land
Salling
Djursland
Östl. 10 v. Paris
Skagens Horn
Skagen
Frederikshavn
Hjörring
Aalborg
LIIM-FJORD
Hals
Viborg
Randers
Aarhus
Skanderborg
Silkeborg
Herning
Holstebro
Ringkjöbing
Skjern
Horsens
Grenaa
Læsö
Anholt
Samsö
Göteborg
Halmstad
Helsingör
Helsingborg
Landskrona
Varberg
Falkenberg
Laholm
Båstad
Hanstholm
Thisted
Mors
Nykjöbing
Lemvig
Struer
Hobro
Mariager
Lökken
Blokhusene
Bulbjerg
Hirtshals
Sejerö
Hesselö
Ise-Fjord
SEELAND

Geograph. Anstalt von Wagner & Debes, Leipzig.

0 20 40 60 80 100 Kilometer

1 : 2.400.000

0 10 20 30 40 50 60 Engl. Miles

DENMARK.

58. Copenhagen and its Environs 343
59. From Copenhagen to Helsingør and Helsingborg . . 361
60. From Copenhagen to Hamburg, by the Danish Islands and Slesvig 364
From Roskilde to Gjedser; to Aarhus viâ Kallundborg 365.
61. From Odense to Svendborg, Langeland, Laaland Falster, and Møen 367
From Ringe to Faaborg. Taasinge, 367. — From Svendborg viâ Langeland to Masnedsund, 368.
62. From Fredericia to Frederikshavn. Jutland 369
From Skanderborg to Silkeborg, 370. — From Aarhus to Ryomgaard and to Hou, 370. — Friisenborg. Mariager, 371. From Frederikshavn to Gotenburg. Skagen, 372.
63. From Aalborg on the Limfiord to Thisted and viâ Viborg to Langaa 372
Klitmøller, 373. — From Struer to Lunderskov, 373.

57. Copenhagen and its Environs.

Arrival. By Steamer. Steamers from British and German ports, Stockholm, and Finland land at the Toldbold (Pl. 44; M, 4); those from Danish ports, Gotenburg, and Christiania at the Kvæsthusbro (Pl. M, 5); and those from Malmö, Landskrona, and Helsingborg, at the corner of the Havne-Gade and Nyhavn (Pl. L, 6). *Porter* ('Drager') for carrying a trunk to the custom-house and thence to a cab 30-50 ø.; for luggage over 56 lbs. more in proportion. — By Railway. Luggage booked through to Copenhagen from abroad is reclaimed at the custom-house. Porter for carrying a trunk to a cab 25-30 ø. — Cab Tariff, see p. 344. — Steamboat Offices: *Forenede Dampskibsselskab* (to Newcastle, London, Hull, Stettin, Kiel, Gotenburg, Christiania), Quæsthus-Gade 9, at the S.E. corner of the St. Annæ-Plads (Pl. L, M, 6); *C. K. Hansen* (to Hull, Leith, Stettin), Toldbodvei 5 and Havne-Gade 35; *E. Friis* (to Stralsund), Amalie-Gade 31 (Pl. L, 5); *A. Aspegren's Efterfolger* (Swedish vessels to Lübeck and Gotenburg), Amalie-Gade 43.

Hotels. Angleterre (Pl. a; K, 6), Kongens Nytorv 34, in the centre of the town, with café-restaurant, high charges; *Phœnix (Pl. b; L, 5), Bred-Gade 37; Kongen af Danmark (Pl. c; K, 6), at the corner of the Holmens-Canal and the Niels-Juels-Gade, with café and restaurant; charges at these: R. from 2 kr., L. 70, A. 50 ø., B. 1, D. 3 kr. *Hôtel Dagmar (Pl. 50; H, 7), at the corner of the Jernbane-Gade and the Halmtorv, R., L., & A. from 2, B. 1, D. 3 kr., with café-restaurant, D. from 2 p.m. 2½ kr., beer on draught; National (Pl. N; H, 7), Jernbane-Gade 9, R., L., & A. 1½-4, D. 3 kr., near the station; Central Hotel (Pl. d; H, 7), Raadhuspladsen 16, commercial; Tottenberg, Kongens Nytorv, R. from 1½ kr.; Skandinavisk (Pl. f; K, 5), Gothers-Gade 4, near the Kongens Nytorv; Kjøbenhavn (Pl. h; H, 7), Jernbane-Gade 7, near the station; Tre Hjorter, Vester-Gade (Pl. H, 6); Thune, Hovedvagts-Gade 2, corner of Kongens Nytorv, well spoken of. — *Near the Harbour:* Grand Hôtel (Pl. g; L, 6), corner of the Holbergs-Gade and the Peder Skrams-Gade, R. from 1½ kr., well spoken of. — Ida Schlichting-Carlsen, Havne-Gade 55 (1st floor), R. 1-3 kr.; Union (Pl. n; L, 5), Göteborg, well spoken of, R. 1-1½ kr., both in the St. Annæ-Plads; Linnemann, Peder-Skrams-Gade (Pl. L, 6).

Restaurants. *Restaurant Français*, Bredgade 37; *Hôtel d'Angleterre* (see

p. 343); *Langelinies Pavillon*, Lange Linie; *Hôtel Dagmar* (p. 343); *National*, opposite the rail. station; *Theater-Café*, at the Royal Theatre.

Cafés and Confectioners. (Cup of tea or coffee 20-25 ø., chocolate 35 ø.; also beer, milk, eggs, and '*Smörrebröd*', or sandwiches). **Hôtel d'Angleterre*, see p. 343; **Theater-Café*, see above; **Vienna Café*, at the Hôtel Kongen af Danmark, see above; **A Porta*, Kongens Nytorv 17, newspapers and ladies' rooms; *Schucani & A Porta*, Store Kjøbmager-Gade 18; **Café Bernina*, corner of Vimmelskaftet and Badstuestræde. *Andersen's Jordbærkjælder*, for strawberries and cream (Jordbær med Fløde, 50 ø.), Amagertorv 27.

Cabs (1-4 pers.). Per drive within the city (including the station, harbour, and Christianshavn) 70 ø., beyond the boundary 30 ø. more. Per hour ('timevis') 1½ kr.; beyond the city 2 kr.; each ¼ hr. more 40 ø. — Double fare from midnight to 6 a.m. — Trunk 15 ø., small articles free.

Tramways *(Sporveie;* cars, *Sporvogne).* The following are the most important lines for visitors: 1. From the Kongens Nytorv (p. 346; Pl. K, 5, 6): a. Viâ Bred-Gade and the Esplanade to the *Triangel* (Pl. I, 1); — b. Viâ the Store Kongens-Gade to the *Triangel* (see above), and viâ Strandveien to the *Slukefter;* — c. Viâ the Gothers-Gade and the suburb of *Nørrebro* to the Nørrebro station on the railway to Helsingør and Klampenborg; — d. Viâ Holmens-Canal, past the palace of Christiansborg, and across the Raadhusplads, to the *Tivoli* and the palace of *Frederiksberg;* — e. Omnibus viâ the Øster-Gade and Vimmelskaftet to the *Tivoli*, and thence (tramway) to *Frederiksberg.* — 2. From the Højbroplads (Pl. I, K, 6) past the Thorwaldsen Museum and viâ the Storm-Gade (Pl. I, 7), Ørsted-Gade (Pl. G, E, 8, 9), and Ny-Carlsbergvei (Pl. D, 9), to the *Vestre Kirkegaard.* — 3. From the Halmtorv (Pl. H, 7): a. Viâ the Farimags-Gade to the *Triangel* (see above); — b. Viâ the Ingedegaardsvei and Falconer-Allee to *Frederiksberg.* — 4. From the Tivoli: a. Viâ the Vestervold-Gade, past Christiansborg, and across the harbour to *Christianshavn* (Pl. L, 8); — b. Viâ the Gamle Kongevei and Smalle-Gade, and through the Vesterbro-Gade and the Allee to *Frederiksberg.* — 5. From St. Annæ-Plads (Pl. L, 5) viâ the Bred-Gade, Dronningens Tvær-Gade, Kronprinsesse-Gade, Sølv-Gade, etc., to *Tagensvei* (comp. Pl. I, H, G, 4, 3). — 6. From the Gammeltorv by the Nørre-Gade, Venders-Gade, and Farimags-Gade to the Sølvtorv (Pl. I, 4).

Electric Launches across the *Peblingesø* and *Sortedamssø* from the corner of Gyldenløves-Gade, near the Klampenborg Station, to Østerbro-Gade, near Trianglen (10 ø.).

Baths. *Turkish Baths*, Tordenskjolds-Gade 10 (Pl. K, L, 6; warm bath 75 ø., Turkish 1 kr. 80 ø.). — *Sea Baths* at the Strandvei (*København's Bade- & Svømme-Etablissement*), at Klampenborg (p. 361), etc.

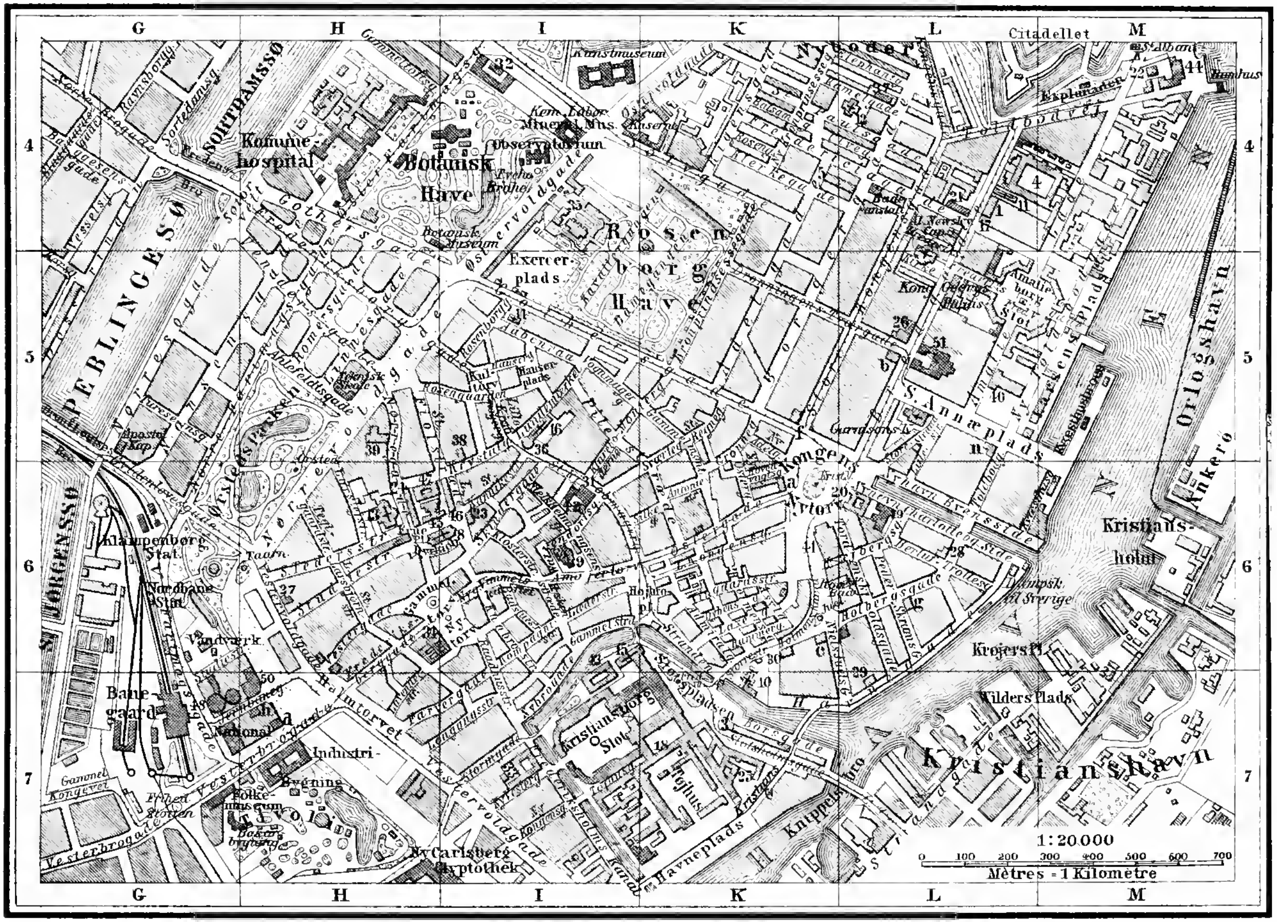
Post Office (Pl. 31; I, 6), Store Kjøbmager-Gade 33; open 8 a.m. to 9 p.m.; Sun. 8-9 a.m., 12-2 and 5-7 p.m.; poste restante to the right. Postage for a letter within Denmark 8 ø., within the town 4 ø., to England 20 ø. — **Telegraph Office**, in the same building, entrance from the Valkendorfs-Gade.

Shops. Beautiful copies of Thorwaldsen's Sculptures at the *Royal Porcelain Factory*, Amagertorv 10; *Bing*, Amagertorv 8; *Brix*, Ny-Gade 2. — Terracottas (statuettes, etc.): *Ipsens Enke*, Bred-Gade 33. — Photographs: *Tryde*, Øster-Gade 1; *Schlichtkrull*, Vimmelskaftet 48; *Salmonsen*, Holbergs-Gade 2; *Ursin's Bookshop* (see below). — Danish Gloves, good and not expensive: in the shops in the Øster-Gade and Kjøbmager-Gade. — Antiquities: *Verdier*, Øster-Gade 4; *Petersen*, Frederiksberg-Gade 34; *Bolvig*, Raadhusstræde 2.

Booksellers. *C. G. Ursin's Efterfolger (J. Holm)*, Kjøbmager-Gade 8; *Höst*, Gothers-Gade 49; *Lehmann & Stage*, Klarebodernc 3; *Wilh. Prior*, by the Round Tower (p. 353), etc.

Money-Changers. *Privatbanken*, Kongens Nytorv 28 and Ny-Gade 7; *Landsmandsbanken*, Holmens Kanal 12.

Theatres. *Royal Theatre* (Pl. 41, K 6; p. 347), from 1st Sept. to 31st May, good acting and ballet. Ordinary charges (sometimes increased 50-100 per cent): front stalls 3½, second stalls 2¾, pit 2, dress-circle 3 kr.



Citadellet
Nyboder
Explanaden
Kunstmuseum
Kommune-hospital
Botanisk Have
Observatorium
Exercer-plads
Rosenborg Have
Sortedamssø
Peblingesø
Ørstedsparken
Kongens Nytorv
Amalienborg Slot
S. Annæplads
Orlogshavn
Ankerø
Kristiansholm
Krøjers Pl.
Wilders Plads
Kristianshavn
Kristiansborg Slot
Tøjhus
Havneplads
Knippelsbro
Industri-Bygning
Tivoli
Ny Carlsberg Glyptothek
Banegaard
Nationalmuseum
Vandværk
Klampenborg Stat.
Nordbane Stat.
Vesterbrogade
Gammel Kongevej
Vestervoldgade
Østervoldgade
Nørrevoldgade
Gothersgade
Holbergsgade
Amaliegade
1:20.000
Mètres = 1 Kilomètre

KJÖBENHAVN.
1. Anthropologisk Museum L.4.
2.
3. Börsen K.7.
4. Frederiks Hospital L.M.4.
5. Frimurerlogen K.4.
6. Frederiks Kirke L.8.
7. Frelsers Kirke L.M.7.
8. Frue Kirke I.6.
9. Helligaands Kirke I.6.
10. Holmens Kirke K.7.
11. Katholsk Kirke L.4.
12. S. Pauls Kirke K.L.4.
13. S. Petri Kirke H.6.
14. Reformeret Kirke I.5.
15. Slot Kirke I.6.
16. Trinitatis Kirke I.5.
17. Kirurgisk Akademi L.4.
18. Kongl. Bibliotek K.7.
19. " Malerisamling L.6.
20. Charlottenborg Slot (Kunst Akademi) L.6.
21. Rigsdagsbygning L.4.
22. Meteorologisk Institut M.4.
23. Metropolitanskole I.6.
24. Mineralogisk Museum H.6.
25. Ministerier K.7.
26. Moltkes Palais L.5.
27. Musikkonservatorium H.6.
28. Mynt L.6.
29. Navigationsskole L.7.
30. Nationalbank K.6.
31. Postkontor I.6.
32. Polyt. Læreanstalt I.4.
33. Prindsens Palais I.7.
34. Raad- og Domhus H.I.6.
35. Rosenborg Slot I.4.
36. Runde Taarn I.5.
37. Sökadet Akademi L.4.
38. Synagoge I.5.
39. Folketeater H.5.
40. Kasinoteater L.5.
41. Kongl. Teater K.6.
42. Telegraf I.6.
43. Thorvaldsens Museum I.6.7.
44. Toldbod
45. Universite
46. Univers. B
47. Zoologisk
48. Cirkus
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50. Dagmar T
51. Koncertpa
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Godthaab
Classensk
Boliger
Papirfabrik
Frederikssund
Vandværk
Frederiksberg
Station
Hospital
Landbohøj Skole
Diakonisse stiftelse
Frederiksberg Have
Kapel
Kirkegaard
Zoologisk Have
Frederiksberg Slot
Kirke
Söndermarken
Valby
Jesus K.
Idiotanstalt
Glyptothek
Ny Carlsberg
Alliance
Gam. Carlsberg
Vestre Kirkegaard
Assistents Kirkegaard
Helligkors K.
Sygehjem
Forsøgs laborat.
Ladegaarden
Peblinge Sö
Gasværk
Sortedams Sö
St Stefans Stiftelse
Blegdams Hospital
St. Johan Kirke
Sankt Jörgens Sö
Banegaard
Mathæus K.
Kvægtorv
Badeanstalten Venedig
KALVE
Metres

graph. Anst. von Wagner & Debes, Leipzig.

— *Casino Theatre* (Pl. 40; L, 5), Amalie-Gade 10. — *Folke-Teater* (Pl. 9; H, 5), Nørre-Gade 31. — *Dagmar Theatre* (Pl. 50; H, 7), Jernbane-Gade, etc.

The **Tivoli** (Pl. H, 7; admission 50-75 ø., programme 10 ø.), outside the Vester-Port, not far from the railway-station, is a large and very popular summer establishment for all kinds of amusements, concerts, theatre, panorama, switchback-railway, fire-works, etc. The performances generally begin at 6 and end about 11 p.m. The concerts (classical concert on Sat., frequented by the better classes) end about 11 p.m. — The *Etablissement National* (adm. 50 ø.) opposite the Tivoli, the *Arena Theatre* in the Vestre Boulevard, the *Circus Varieté* in the Jernbane-Gade (equestrian performances in summer), the *Sommerlyst*, and other cafés in the Frederiksberg Allee (p. 356), are similar places of recreation, with farces, operettas, etc. — *Panopticum*, see p. 356.

Legations and Consulates. British Minister, *Charles S. Scott, Esq.*, Bred-Gade 26; American Minister, *John E. Risley, Esq.*, Bred-Gade 30. — British Consul, *Capt. Jas. Boyle*, Holbergs-Gade 28; American Consul, *Robert J. Kirk, Esq.*, Holbergs-Gade 26.

English Church (*St. Alban's*), Grøningen Esplanade, between the citadel and the custom-house (Pl. F, 3, 4); services at 11 a.m. and 4 p.m.; *Rev. Mortimer E. Kennedy*, chaplain to the British Legation, Bredgade 26. — English-speaking **Physicians**: *Dr. Holger Mygind*, Kjøbmagers-Gade 60 (nose, ear, and throat); *Dr. Erik Pontoppidan*, Vimmelskaftet 47 (skin diseases); *Dr. Hansen Grut*, Havne-Gade (women's diseases). Dentist: *Dr. Haderup*, Amagertorv 17.

Diary (comp. the 'Erindringsliste' in the newspapers, as the hours are frequently changed).

Botanical Garden (p. 354), daily from 1 till dusk; palm-house from 1st April to 31st Oct. daily, 2-6; hot-houses, Wed., Frid., and Sun., 2-6.

Coins and Medals, Royal Collection of (p. 352), from 1st May to 31st Oct., Mon. 12-2; open to scientific visitors on Wed. and Frid. also, 12-3.

Danish National Museum (p. 356), daily 11-6, in winter till dusk, 50 ø.

Engravings, Royal Collection of (p. 352), Tues. and Frid. 11-2. Catalogue 50 ø.

**Fruekirke* (p. 353), daily 9-11, in winter 10-11 (sacristan 25 ø.); at other times shown by the sacristan (Nørre-Gade 20), for 1 kr. each person.

Library, Royal (p. 348), week-days 11-2, reading-room 10-3, closed from 23rd June to 22nd July or from 23rd July to 22nd August.

Mineralogical Museum, Frid. 12-2.

**National Museum.* 1. *Danish Collection* (p. 352), from 1st June to 31st Aug., daily, except Mon., 12-3; in Sept., Sun. 12-2, week-days, except Mon., 1-3; from 1st Oct. to 31st May, Sun. & Thurs. 12-2. — 2. *Ethnographical Collection* (p. 352), from 1st June to 31st Aug., Sun. 12-3, week-days, except Mon., 10-1; in Sept., Sun. 12-2, week-days, except Mon., 10-12; from 1st Oct. to 31st May, Sun. 12-2, Wed. 10-12. — 3. *Collection of Antiquities* (p. 352), from 1st June to 31st Aug., Sun., Wed., & Frid. 1-3; from 1st Sept. to 31st May, Sun. & Frid. 12-2.

***Ny-Carlsbergs-Glyptothek* (p. 356), daily from 1st April to 30th Sept. 1-4, from 1st Oct. to 31st March 12-3, 50 ø.; Snn. and holidays free.

Picture Gallery, Royal, in the Palace of Charlottenborg (p. 347), daily, except Mon., 11-2; closed Feb.-July.

**Picture Gallery, Moltke's* (p. 355), Wed. 12-2. Strangers are also admitted at other times on application one day in advance.

Picture Gallery, Permanent, in the Concert-Palace (Pl. 51; L, 5), Bred-Gade, modern works chiefly by Scandinavian artists; daily 9-4; 50 ø.

**Rosenborg, Palace of* (p. 354), daily, on application made a day or two before; fee 6 kr. for 1-12 persons. Tickets at the lodge between the palace and the entrance in the Østervolds-Gade. In summer parties are conducted through the palace every hour, the time being marked on the tickets. An English-speaking guide is assigned to those who apply for one on taking the tickets. A single traveller may join a party at his hotel.

Round Tower (p. 353), daily 9-6; 10 ø. (free on Sat.).

Thorwaldsen Museum (p. 348), from 1st May to 30th Sept., Sun. 11-2, Tues., Wed., and Frid. 11-3, free; other days 11-3, 50 ø.; in winter, Wed. 12-3, free; sticks and umbrellas 5 ø. for each person.
Zoological Garden (p. 356), daily, 40 ø.
Zoological Museum (p. 353), Sun. and Wed. 12-2; 50 ø.

Principal Sights. Fruekirke (p. 353); Thorwaldsen Museum (p. 348); Ny-Carlsberg's Glyptothek (p. 356); Palace of Rosenborg (p. 354); National Museum (p. 352); view from one of the towers mentioned at pp. 348, 353; an evening at the Tivoli (p. 345); Dyrehave (p. 361), and, if possible, an excursion to Helsingør (p. 363).

Copenhagen, Dan. *Kjøbenhavn* or *København* ('merchants' harbour'), the capital of the kingdom of Denmark and the residence of the king, with 375,700 inhab., including the suburbs, lies in 55° 40′ 42″ N. lat., on both sides of the *Kallebodstrand*, a narrow and deep strait of the *Sound* which separates *Zealand* from the small island of *Amager*. This strait forms the excellent *Harbour*, to which the city was indebted for its early prosperity in trade. The commercial harbour is separated from the war-harbour ('Orlogshavn') by a barrier across the Kallebodstrand. A new free harbour, to the N. of the citadel, is rapidly approaching completion. Copenhagen, the only fortress in Denmark, is protected by advanced works both on the land side and on the side next the sea. Several of the art and science collections of Copenhagen are of the highest rank.

Copenhagen was founded in the 12th cent. by Axel, Bishop of Roeskilde, on the site of a fishing-village mentioned as early as 1043 (whence its original name *Axelhus*), and increased so rapidly through its trade that King Christopher the Bavarian made it his capital and residence in 1443. Christian IV. (1588-1648; p. lxx), the most popular of the Danish kings, renowned not only as a warrior, but also as a wise ruler and a patron of industry and commerce, of science and art, greatly extended the town, chiefly by founding the *Christianshavn* quarter on the island of Amager. In his reign the Palace of Rosenborg, architecturally the most interesting building in the city, was built, as well as the once strong fortifications, which successfully defied Charles X. of Sweden in 1658 and 1659, and the united British, Dutch, and Swedish fleets in 1700. The development of the city was powerfully influenced by the so-called Royal Law of 1665, by which the Danish people and clergy, jealous of the power of the nobility, conferred absolute sovereignty upon King Frederick III. (1648-70; p. lxx). Thenceforward Copenhagen became more and more distinctly the material and intellectual centre of the nation. The city suffered severely at the beginning of this century from the naval battle of 2nd April, 1801, and from the bombardment of the city and capture of the fleet by the British, 2nd-5th Sept., 1807. The occasion of the former was the alliance concluded by Denmark with Sweden and Russia, of the latter the necessity of preventing the Danish fleet from falling into the hands of the French. Copenhagen is now the centre of the whole trade of Denmark and imports and exports more than all the rest of the kingdom put together. The staple exports are butter, cattle, grain, leather, wool, train-oil, etc. The industries (porcelain, machinery, beer, paper) are less developed.

Near the centre of the old or inner city lies the KONGENS NYTORV (king's new market, Pl. K, L, 5, 6), a large irregular space, from which thirteen streets radiate, the busiest being the *Øster-Gade* (with handsome shops, and its continuation the *Amagertorv* and *Vimmelskaft*), the *Gothers-Gade*, *Store Kongens-Gade*, *Bred-Gade* (p. 355), *Nyhavn*, and *Tordenskjolds-Gade*. In the centre rises the *Equestrian Statue of Christian V.* (d. 1699), cast in lead, and popularly called

'Hesten' (the horse). On the E. side is the palace of **Charlottenborg**, the seat of the *Royal Academy of Art* (Pl. 20; L, 6) since 1754; the hall of the meetings contains portraits and busts. Behind the Academy is the new *Art Hall* ('*Kunstudstittingsbygning*'; entered from the Nyhavn), in which the *Royal Picture Gallery* (Kongelige Maleri-Samling; Pl. 19, L 6), has been temporarily placed, pending the completion of the new Art Museum (p. 354). As, however, the building is used for annual exhibitions of art from 1st March to 31st July, the royal gallery is then removed. Hence frequent changes in the arrangement of the pictures. Adm., see p. 345; Danish catalogue 25 *ø.* (hung up in each room).

The Copenhagen Gallery, which now contains about 450 works by old masters and the rest by modern painters, ranks high among collections of the second class. The DUTCH MASTERS of the 17th cent. are best represented. The works of the ITALIAN SCHOOL include some of the gems of the collection, such as *Caravaggio's* Gamblers (No. 59), the Meeting of SS. Joachim and Anna by *Filippino Lippi* (No. 182), *Mantegna's* Pietà (No. 201), and the portrait of Lorenzo Cibo (No. 206) by *Parmigianino*. — The only examples of the EARLY NETHERLANDISH MASTERS deserving special notice are a small picture by *Dierik Bouts* (No. 92) and an injured and doubtful *Memling*. — The GERMAN SCHOOL is represented by two good examples of *Cranach*, the Judgment of Paris (70) and Venus and Cupid (69). — Among the few works of the FLEMISH SCHOOL are two by *Rubens*, the Judgment of Solomon (288) and the masterly portrait of Matthew Irselius (289). — The DUTCH MASTERS have contributed several hundred works, but we miss several famous names. *Rembrandt* is illustrated by the Jesus at Emmaus (272) and two admirable portraits (273, 274); and nearly all his pupils are represented: *G. Dou* (88, 89), *Poorter* (264, 265), both *De Wets* (380, 381), *Salomon Koninck* (173, 174), *Gov. Flinck* (103, 104), *Bol* (47, 48, 49), *Eeckhout* (93), *B. Fabritius* (101), *Victors* (366-369), *Ovens* (255, 256), and *A. de Gelder* (107) are all seen here. About half of the Dutch works are landscapes. A few masters of the first rank, such as *Jacob van Ruysdael* (294-298) and *A. van Everdingen* (96-100), are well represented; and among the landscape-painters of the second class may be mentioned *Asselyn* (7-9), *Jan Both* (50, 51), *C. Decker* (78), *Dubbels* (90), *Hackaert* (117, 118), *Joris van der Hagen* (119-122), *Looten* (185, 186), *Pynacker* (259), *Roghman* (279), *Verboom* (360, 361), and *Swanevelt* (339).

Among the MODERN MASTERS the Danish are of course the most prominent, and many of their works are of very high merit: *Abildgaard* (d. 1809; 461-479); *J. A. Carstens* (d. 1798; 507, 508); *C. W. Eckersberg*, chief of the modern Danish school (d. 1853; 531-541); the genre-painters *W. Marstrand* (657-665) and *C. Bloch* (493-498); the landscape-painters *J. T. Lundbye* (647-654) and *C. P. Skovgaard* (724-733); the marine-patnters *A. Melbye* (666-670), *C. F. Sørensen* (746-749), and *C. Neumann* (680, 681); *H. Hansen*, architecture (582-586); *O. Bache*, animals and landscapes (482-484); *El. Jerichau-Baumann*, paintress of portraits (597, 598); *J. W. Sonne*, genre (734-744); *F. Vermehren*, genre and portraits (752-758).

To the S. rises the **Royal Theatre** (Pl. 41; K, 6), a handsome Renaissance structure by *Petersen* and *Dahlerup*, built in 1872-74. To the right and left of the entrance are bronze statues of the Danish poets, *Holberg* (1684-1754), by Th. Stein, and *Oehlenschläger* (1779-1850), by Bissen. Ludwig Holberg, born at Bergen in Norway, but a professor in Copenhagen from 1717 till his death, is the founder of Danish comedy. Adam Oehlenschläger, another Copenhagen professor (1820-50), is Denmark's greatest dramatist.

By following the tramway-line beyond the theatre, we pass a statue of the Danish naval hero *Niels Juel* (p. 365; d. 1697) and the *National Bank* (Pl. 30; K, 6), and reach the *Palace Bridge*. By the bridge, on the left, is the HOLMENSKIRKE (Pl. 10; K, 7), built early in the 17th cent. and recently restored. A side-chamber contains the monuments of the naval heroes Niels Juel and Peter Tordenskjold (p. lxxi), which are of little artistic value. Sermon on Sunday forenoons. The sacristan ('Kirkebetjent') lives at Laxen-Gade 16, corner of Holmens-Gade. On the W. side of the church is a *Statue of Tordenskjold*, by Bissen.

The **Christiansborg Palace** (Pl. I, K, 7), situated on an island, which was fortified in 1167 by Bishop Axel (*Axelhus*; p. 346), occupies with its numerous dependencies a small quarter of its own. The present building, by *Hansen*, completed in 1828, replaces one erected by Christian VI. in 1733-40 and burned down in 1794, and was itself largely destroyed by fire in 1884. Its rebuilding is still a moot point. In front rises an *Equestrian Statue of Frederick VII.*, the founder of the constitution (1848-63), in bronze, by Bissen, erected in 1873. Around the statue are placed allegorical figures of Strength, Wisdom, Health, and Justice (the last three executed by Bissen), designed by Thorwaldsen, which flanked the portal of the palace before the last fire.

In a wing which escaped the flames are the **Royal Stables**; and, on the N. side, the **Court Chapel** (Pl. 15; I, 6). Another wing (S. E.) contains the **Royal Library** (Pl. 18, K 7; entrance from the Tøihus-Gade; adm., see p. 345), founded by Frederick III. about the middle of the 17th cent., and now one of the finest in Europe, containing 550,000 vols. and upwards of 20,000 MSS. — The adjoining **Arsenal** (*Tøihus*), with its historical collection of weapons and trophies, is open in summer on Wed., 1-3, gratis.

On the quay, to the E. of the Christiansborg, rises the **Exchange** (Pl. 3; K, 7), erected in 1619-40 in the Dutch Renaissance style, with a tower 165 ft. high, the top of which consists of four dragons with entwined tails. The hall, entered from the side next the palace, contains a statue of Christian IV. in bronze, by *Thorwaldsen*. The lower part of the building is occupied by shops, the upper by offices. Business-hour 2-3 p.m. daily (visitors admitted 12-1.30, fee; after 2 p.m., 25 ø.).

The *Knippelsbro* at the back of the Exchange crosses the harbour to the *Christianshavn* quarter (p. 334; tramway), where the curious tower of **Vor Frelsers Kirke** (*Church of Our Redeemer.*; Pl. 7, L, M, 7), erected in 1749, rises conspicuously (286 ft. in height). A winding staircase (397 steps) outside ascends to the top, which is crowned with a figure of the Redeemer (popularly called 'Manden', *i.e.* the man). *View, extending to the coast of Sweden. Adm. from 9 till dusk; sacristan, St. Annæ-Gade 33 (ring); fee for 1-12 pers. 2 kr.

On the N.W. side of the palace stands the **Thorwaldsen Museum** (Pl. 43; I, 6, 7), a sombre edifice erected by *Bindesbøll* in 1839-48 in the style of an Etruscan tomb, and now sadly in need of repair. Over the portico of the façade is a goddess of victory in

a quadriga, in bronze, designed by Thorwaldsen and executed by *Bissen*. The other three sides of the building are adorned with a series of scenes in plaster, representing the reception of the great master at Copenhagen on his return in 1838 after eighteen years' absence. Entrance (adm., see p. 346) by the small door opposite the palace. — The Museum contains not only a very extensive collection of the works (originals in marble, plaster models, designs; catalogue 45 ø.) of the greatest artist of the North, but also his grave, which occupies the inner quadrangle.

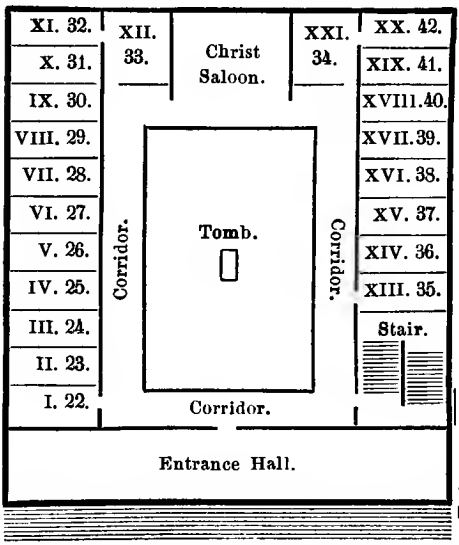
Albert or Bertel Thorwaldsen was born on 19th November, 1770. His father, an Icelander, who claimed descent from the ancient kings of his native island, settled at Copenhagen as a ship's carpenter and carver of figure-heads, so that the boy was familiar from his earliest days with some of the tools of his future profession, and acquired freedom of touch by first approaching his work on its practical side. He entered the Academy of Art at the age of eleven, and in 1793 gained the grand prize, which required him to study in Italy. He did not set sail, however, till 1796, employing the three intervening years in producing busts and reliefs. He arrived at Rome on 8th March, 1797, and entered upon a long period of obscure and patient labour, during which even his friends began to feel doubtful of his gifts. Rome, robbed of most of her treasures of art after the Peace of Tolentino, could scarcely be called the most fitting school for the student of sculpture; but Thorwaldsen persevered, studying the works of Carstens, copying antique busts, and lending an attentive ear to the advice of his distinguished countryman, Zoëga, the archæologist. The first model of his statue of *Jason*, prepared in clay, as he could not afford to buy plaster of Paris, broke in pieces, and the second failed to find a purchaser. He was at last on the point of returning to Copenhagen, when he received from *Thomas Hope*, the wealthy English banker, an order for its reproduction in marble (1803). The tide had now turned, and thenceforward his career was happy and prosperous. He remained in Rome, and did not revisit his native country till 1819, when he had become the most famous sculptor in Europe. This latter part of Thorwaldsen's first residence in Rome, 1803-1819, was undoubtedly the most important period in his career. It was then that he mastered the grounds on which antique sculpture may still serve as a model to the modern artist. He was no mere imitator of the antique, like so many of his predecessors: his very soul was imbued with its spirit. Like Winckelmann, he seemed to possess an intuitive knowledge of the laws of Greek art while still almost a stranger to its products. He gave back to statuary the dignified repose which the exaggerated unrest of rococo sculpture had destroyed, and at the same time skilfully avoided the risk of insipidity. He restored the degraded art of relief to its pristine purity, rejecting all pictorial elements, with the result that what was lost in perspective and realism was more than compensated for by pure ideality. He distinguished with unerring judgment between antique ideals that had a merely temporary value, or for the embodiment of which we now lack strength and insight, and those that possessed true immortality. Love-scenes, in particular, formed one of his favourite themes, and he strove to realise in sculpture the images of the Anacreontic muse. Plastic *Genre*, if the expression is allowable, was specially enriched by the quaint fancy of his works. His genius was characterised by marvellous facility of production and by a power of utilising even momentary observations for the purposes of his art. Numerous anecdotes are told of the speed of his modelling and of the tact with which he induced his living models to assume unconsciously the attitudes he desired. Masterpiece followed masterpiece in uninterrupted succession during the whole of this period. His finest statues were *Bacchus*, *Ganymede* (1805), *Psyche* (1806), *Adonis* (1808), the *Shepherd Boy* (1817), *Mercury* (1818), and the *Graces* (1819). The *Procession of Alexander*, executed by order of Napoleon for the decoration of the Quirinal in 1811, is the greatest of his

basreliefs, and in no other work has Thorwaldsen made a closer approximation to Greek art. The reliefs of *Day* and *Night* (1815) and the *Seasons* are probably the most widely known of all modern sculptures. The sculptor's skill in depicting the youthful god of love did not desert him even in his old age. The *Ages of Love* (1824) so delighted the Pope, when visiting the sculptor's studio, and so absorbed him in contemplation, that he forgot to bestow on the master the customary apostolic benediction.

His visit to Copenhagen formed an important epoch in Thorwaldsen's career. Thenceforth he devoted himself chiefly to Christian themes, chiefly for the decoration of the Fruekirke; but these works, beautiful and dignified as they are, lack the fire of his youthful productions. He was now recognised as the first of living sculptors, and was in request for almost every important monument erected in Europe; but his strength did not lie in portraiture, where the difficulties of modern costume proved almost insurmountable. His studio was thronged by pupils of almost every nation. He produced in all about 500 works, but many of the latest are practically school-pieces and lack the direct impress of his personal genius.

In 1820 he returned to Rome, where he remained nineteen years more. In 1838 he abandoned the active practice of his profession and returned to Denmark to spend the evening of his life, revisiting Rome, however, in 1842. On 20th March, 1844, he died suddenly while attending the theatre at Copenhagen.

Ground Floor. From the entrance we proceed straight through the corridor and turn to the left into the VESTIBULE. (The dates indicate the time when the works were modelled, whereas their execution in marble often took place much later and was partly carried out by Thorwaldsen's pupils.) No. 128. Elector Maximilian I. of Bavaria (modelled 1833-34; bronze at Munich); to the left, 123. Poniatowski (1827; designed for Warsaw), these two being colossal equestrian statutes; 142-145. Monument of Pius VII. (1824-31; Rome).



I-XXI. Ground Floor. 22-42. First Floor.

CORRIDOR. To the left and right of the entrance from the vestibule: 55, 56. Caryatides from the coronation-room at Christiansborg (1813); to the left, 119. Dying lion, guarding the French fleur-de-lys (1819; Lucerne). Then farther on, to the right: 575-578. The Evangelists, reliefs in marble (1833); 59-70. John the Baptist preaching, from the pediment of the Fruekirke (1821-22; p. 353); 162. Thorwaldsen leaning on a statue of Hope. — We now retrace our steps, glancing at the tomb-reliefs on the pillars between the windows, and enter the cabinets adjoining the corridor on this side.

Cabinet I. *40, *42. Ganymede (1805 and 1816). — Cab. II. *27. Cupid and Psyche (1804); *426. The Ages of Love (1824); 430. Cupid reviving

the fainting Psyche (1810); 585, 587. Genii, reliefs (1833). — Cab. III. 29. The Graces and Cupid (1819); 430. Dance of the Muses on Helicon, relief (designed in 1804, altered in 1816); 371, 396, 397, 375, 393. Cupid idylls, reliefs (1831-33). — Cab. IV. 11. Venus with the apple of Paris (1813-16); *414. Winter (1823), *410, *412. Summer and Autumn (1811), reliefs. — Cab. V. *51. Jason with the golden fleece (1802); *489. Briseïs led from the tent of Achilles (1803); *492. Priam begging the body of Hector from Achilles (1815); *493. Achilles binding up the wounds of Patroclus; 495. Achilles with the dead body of the Amazon Penthesilea (1837), four reliefs. — Cab. VI. *38. Hebe (1816); 321-324. Hercules and Hebe, Æsculapius und Hygieia, Minerva und Prometheus, Nemesis and Jupiter, reliefs (1808-10). — Cab. VII. 6. Mars and Cupid (1810); 499. Hector with Paris and Helen (1809); *501. Hector bidding farewell to Andromache and the young Astyanax (1837); 502. Homer singing to the people. — Cab. VIII. 46. Hope (1818); *367, *368. Morning and Night, reliefs (1815). — Cab. IX. 8. Vulcan (1838); 497. Athena awarding to Odysseus the arms of Achilles, relief (1831). — Cab. X. *4. Mercury as the slayer of Argus (1818); 352, 354, 407, 416. Pan, Satyr, and Cupid groups (1818-33). — Cab. XI. 166. Countess Ostermann (1816); 171. Princess Bariatinska (1818); 451. Cupid and Hymen (1840); 618. Death of Baroness Schubart (1818). — Cab. XII. 124. Equestrian statue of Prince Poniatowski (1827); 257. Lord Byron; and a number of busts in marble.

The CHRISTUS ROOM (the Cella) contains the models of the Sculptures for the Fruekirke mentioned at p. 353. — We now descend the CORRIDOR. On the pillars between the windows are fine reliefs. To the left: 252. Apotheosis of Napoleon, marble bust (1830); 233. Lewis I. of Bavaria (1822); 255. Sir Walter Scott; 52. Statue of Jason. — We then enter the cabinets on this side.

Cab. XIII. 131. Lord Byron, with relief on the pedestal (1831); 343. Cupid listening to the song of Erato (1830); 365. The three Fates, relief (1834). — Cab. XIV. *44. Ganymede with the eagle of Jupiter (1817), on the plinth; *389. Cupid on a lion (1831); 391, *417. Cupid groups, the latter (Cupid stung by a bee and complaining to Venus; 1809), charming; *424. Shepherdess with a nest of Cupids (1831); 484. Hylas and the nymphs (1833). — Cab. XV. 359. Victory inscribing a heroic deed on her shield (1830); 514. Alexander the Great induced by Thaïs to set the temple of Persepolis on fire (1832). — Cab. XVI. 22. Cupid triumphant (1814); *377-380. Four reliefs, Cupid as ruler of the elements (1828); 395, 454. Cupid groups (1831). — Cab. XVII. *53. Adonis (1808); 480. Nessus and Dejaneira, relief (1814). — Cab. XVIII. 31. The Graces with Cupid's shaft (1842). — Cab. XIX. *176. Shepherd-boy (1817); 482. Hylas and the nymphs, relief (1831); *638-641. The four ages of man and the Seasons (1836). — Cab. XX. 162A. Thorwaldsen, marble statue (1839); 232. Lewis I. of Bavaria (1822). — Cab. XXI. 150. Conradin, the last of the Hohenstaufen (1836; marble at Naples); 152. Christian IV.

On the staircase leading to the UPPER STORY: Hercules or Strength, from the portal of the Christiansborg Palace (1843; p. 348). — Above, in the CORRIDOR, to the left: *508. Alexander's Entrance into Babylon (1812; original in the Villa Carlotta on Lake Como), on a reduced scale and somewhat altered; 509. Variation of the central part. On both sides of the corridor are a number of models and casts: 2. Bacchus; 3. Apollo (both of 1805); 37. Hebe (1806). — In CABINETS 22-32 is Thorwaldsen's collection of paintings, including works by *Overbeck*, *Cornelius*, *W. Schadow*, *Léopold Robert*, *Richter*, *Horace Vernet*, etc.; also statues by Thorwaldsen. In CAB. 24, Love triumphant (1823); 214-216. Busts of Count and Countess Danneskjold. CAB. 25. Georgina Russell ('la fanciulla'; 1814). CAB. 26. Dancing girl (1837). CAB. 27. Cupid playing the lyre (1819). CAB. 29. Cupid with the bow (1814). CAB. 31. Psyche (1811). IN CAB. 32 selections from Thorwaldsen's rich collection of engravings and drawings are exhibited (periodically changed). CAB. 33. Sketches, designs, etc., by Thorwaldsen (139, 140. Goethe, 1839). CAB. 34. 649. Marble chimney-piece by Thorwaldsen; also casts from the antique. CABINETS 35-40 contain Thorwaldsen's

collection of antiques, Cab. 41 his library, and Cab. 42 his unfinished works, furniture from his apartments, and his bust, by *Bissen.*

The sunk-floor, containing relics, casts, works by Thorwaldsen's pupils, etc., is open on Wed., 11-3.

On the Frederikholms-Canal, to the S.W. of the Christiansborg, beyond the bridges, is the **Prindsens-Palais** (Pl. 33; I, 7), once a residence of the Danish crown-princes, built in 1744. It now contains the **National Museum**, embracing the Danish and Ethnographical Collections and the Collection of Antiques. The museum is undergoing a complete re-arrangement which will probably not be finished until 1897. Admission, see p. 345; the entrance is in the court-yard.

1. The *Danish Collection *(Danske Samling)*, founded in 1807 on the initiative of *Prof. Nyerup*, extended between 1815 and 1865 under the care of *C. J. Thomsen* and in 1866-69 by *Worsaae* (d. 1885), is now under the direction of *Dr. S. Müller* and *Dr. H. Petersen*. There are two chief departments: the *Prehistoric* (stone, bronze, and iron periods, with their sub-divisions), and the *Historic* (the middle ages and modern times down to 1660). — The prehistoric collection is one of the finest of its kind in existence, being rivalled only by the museum at Stockholm (p. 300), and is invaluable to the historian of early civilisation, especially in Scandinavia. The objects it contains, about 50,000 in number, include relics from the 'Kjökkenmöddinger' or 'kitchen-middens', as the prehistoric mounds of bones, shells, table-refuse, etc., found on the Danish coast, are termed; weapons and ornaments, some of which are beautifully executed; coins and vases of Roman origin; gold ornaments; Runic inscriptions; etc.

2. The *Ethnographical Collection, founded in 1849, is also one of the most extensive in Europe. It contains objects from non-European and from primitive and barbarous European nations illustrating their religions, costumes, warlike and peaceful arts, manufactures, etc. Greenland and India are especially well represented.

3. The Royal Collection of Antiquities contains Egyptian, Assyrian, Phœnician, Etruscan, Greek, and Roman antiquities, of no great value.

The Prindsens Palais contains also the Royal Collection of Coins and Medals (adm., p. 345), with over 30,000 specimens, and the Royal Collection of Engravings (adm., p. 345), with upwards of 80,000 plates, the most valuable being those by *Dürer*, presented to Christian II. by the artist himself in 1521. Rembrandt is also well represented.

From the Prindsens-Palais the Raadhusstræde leads to the N.W. to the Nytorv og Gammeltorv ('new and old market'; Pl. H, I, 6). To the left in the Nytorv is the Town Hall (Pl. 34), erected by *Hansen* in 1805-15, with a portico; in the tympanum are the words with which the Jutland Code of 1240 begins: '*Med Lov skal man Land bygge*' ('with law one must establish the land'). A new town-hall

is being built in the Halmtorv (p. 356). The busy *Ny-Gade*, and beyond it the *Vimmelskaft* and the *Øster-Gade*, lead hence to the Kongens Nytorv, and form one of the briskest thoroughfares in the city (comp. p. 346).

Passing the fountain in the Gammeltorv we soon reach the Protestant ***Vor Frue kirke** ('Church of Our Lady'; Pl. 8, H, I, 6), the metropolitan church of Denmark, a simple but impressive structure built by *Th. Hansen* in the so-called Greek Renaissance style, replacing one which was destroyed in 1807.

On the right and left of the entrance are statues of Moses and David, by *Bissen* and *Jerichau*, pupils of Thorwaldsen. The tympanum contains a group of John the Baptist preaching in the wilderness, in marble (1822); over the entrance, Christ's Entry into Jerusalem, a bas-relief (1840), both by *Thorwaldsen*.

Interior (adm., p. 345). The sole ornament consists of exquisite *Marble Statuary, designed and partly executed by *Thorwaldsen* (1821-27): a Risen Christ and the Twelve Apostles, over lifesize; a Kneeling Angel of striking beauty, holding a shell as a font; relief of the Bearing of the Cross (1839), over the altar; in the two chapels, reliefs of the Baptism and Last Supper (1820); above the alms-basin, by the entrance, Guardian Angel (1838) and Charity (1810). St. Paul (who is substituted for Judas), with the sword, entirely executed by the great master himself, is probably the finest of the apostles; SS. John, James, Matthew, and the pensive Thomas are next in excellence.

The *View from the gallery of the tower (236 steps) is similar to that from the Round Tower (see below). The sacristan (to be found in the tower, 9-11 o'cl.) lives at Studiestræde 27 (adm. 25 ø.; for 4-12 pers. 1 kr.).

In the Frue-Plads, to the N. of the church, are monuments to the naturalist *Schouw* (d. 1852), the theologian *H. N. Claussen* (d. 1877), the philologist *Madvig* (d. 1886), the composer *Weyse* (d. 1842), *Bishop Mynster* (d. 1854), and *Bishop Martensen* (d. 1884).

The N. side of the square is bounded by the **University** (Pl. 45; H, I, 6), founded by Christian I. in 1479, re-organised in 1788, burned down in 1807, and rebuilt (by *Malling*) in 1831-36 (1600-2000 students; 75 professors). In the vestibule, beside the staircase, Apollo and Minerva, in marble, by *Bissen;* above, frescoes by *Hansen* (porter in the sunk-floor). — In the N.E. angle is the University Library (Pl. 46; I, 6), with 200,000 vols. and 4000 MSS., comprising many early Persian and Indian (reading-room open 11-3). — Behind the University is the extensive Zoological Museum (Pl. 47; H, 6), containing a separate department for whales (entrance in the Krystal-Gade; adm., p. 346). — The adjacent German *Church of St. Peter* (Pl. 13; H, 6) contains a few paintings and sepulchral chapels (sacristan, St. Peters-Gade 9).

The Krystal-Gade leads hence to the N.E. to the *Church of the Trinity* (Pl. 16), with its **Round Tower** (*det runde Taarn*; Pl. 36, I, 5; adm., p. 345), 116 ft. high, built as well as the church itself in the reign of Christian IV., and commanding an admirable *View of the city and environs and of the Swedish coast in the distance. The tower is ascended by a broad spiral brick causeway. To the S. of the church is a monument to the poets *Ewald* (d. 1781) and

Vessel (d.1785). — The busy *Store Kjøbmager-Gade*, with its numerous shops, leads hence to the S.E. to the Amagertorv.

Towards the W. the broad NØRREVOLD-GADE and ØSTERVOLD-GADE, occupying the site of the old fortifications, and commonly known as the 'NØRRE BOULEVARD', separate the old town from the new quarters. In the Østervold-Gade is the entrance to the royal palace of —

***Rosenborg** (Pl. 35; I, 4), a simple but effective Renaissance edifice, begun by Christian IV. in 1604, with pediments and several towers, of which the highest measures 165 ft. It was the favourite residence of its founder, and from his death till the middle of the 18th cent. was often occupied by the Danish monarchs, who fitted up rooms according to the taste of the day, and here deposited their jewels, state-weapons, coronation-robes, uniforms, and other valuables. More recently the collection was supplemented from other royal palaces, and arranged in chronological order down to 1863. It now affords an admirable historical survey of the advance of art and culture in Denmark. Adm., see p. 315 (n° fee to attendant). Illustrated catalogue 2 kr., abridgment 60 ø.

The CHRONOLOGICAL COLLECTION is divided into three main sections: I. Reign of Christian IV., and the preceding period (1448-1648); II. From 1648 to 1800; III. Recent times. The Renaissance penetrated to Denmark in the reigns of Frederick II. (1559-88) and Christian IV. (1588-1648), and its first simple but vigorous form is called in Denmark the 'Style of Christian IV'. The finely panelled Audience Chamber (containing the Oldenburg horn of 1474, the orders of Frederick II., etc.) and other rooms of this king are well preserved. Here and in other rooms are numerous specimens of the insignia of the Order of the Elephant, the highest Danish order, instituted in 1474 and renewed in 1693. — The *Marble Chamber, in Section II, dating chiefly from the reign of Christian V. (1670-99), is a good example of the rise of the rococo style. Christian VI.'s apartments (1730-46) contain numerous ivory carvings by *Magnus Berg* (1666-1739). — To Section III belong the memorials of Frederick VI., Christian VIII., and Frederick VII., the kings of the present century.

On the E. side of the palace lies the **Rosenborg-Have** (Pl. I, K, 4, 5), originally laid out in the French style, but afterwards altered in English taste. It contains two cafés, a pavilion for mineral waters, etc., and is a great resort of nurses and children. Entrances in the Nørrevold-Gade and the Kronprindsesse-Gade. On the N. side is a *Statue of Hans Christian Andersen*, the author (d. 1875), by Saabye.

On an old bastion to the W. of the Østervold-Gade stands the *Observatory* (Pl. I, 4), in front of which rises a statue of the Danish astronomer *Tycho Brahe* (1546-1601), by Bissen. The *Chemical Laboratory* and the *Mineralogical Museum* adjoin the observatory.

The adjacent **Botanic Garden** (Pl. H, I, 4) affords pleasant walks. Entrance at the corner of the Vold-Gade and the Gothers-Gade (adm., p. 345).

Farther to the N., a new *Art Museum* (Pl. I, 4) is now being erected from the design of Dahlerup, and will probably be completed in 1895. The groundfloor will contain sculptures and the first floor the

royal picture-gallery (p. 347). — Adjacent is the new building of the *Polytechnic School* (Pl. 32; I, 4), an institution founded in 1829.

In the direction of the railway-station lies the small **Ørsted Park** (Pl. G, H, 5, 6), with statues of *Ørsted*, the naturalist (d. 1851), by Jerichau, the Maid of Orleans, by Chapu, and twelve bronze copies of famous antique statues, all presented by Mr. C. Jacobsen (p. 356). Outside the park is a bronze group, by Cain, of a lion and a lioness attacking a wild-boar. — The Halmtorv and the S.W. quarters, see p. 356.

The ARISTOCRATIC QUARTER of Copenhagen, to the N.E. of the Kongens Nytorv, consists of the *Bred-Gade* (Pl. L, 5, 4), from which the *St. Annae-Plads* runs down to the harbour, and the *Amalie-Gade*.

At No. 2 Dronningens Tvær-Gade, corner of the Bred-Gade, is the ***Picture Gallery of Count Moltke** (Pl. 26, L 5; adm., p. 345), consisting of about 150 works by Dutch painters of the 17th cent. and other Netherlandish masters, some of them very valuable.

No. 8. *Rubens*, Half-length of a monk; 13-16. *David Teniers*, four genuine works (dated 1646, 1666, 1667, and 1674); 32. *Rembrandt*, Portrait of an old woman (about 1656); 66-59. *Jac. van Ruysdael*, four late works, two of them large (fine compositions with waterfalls and rapids); 60, 61. *M. Hobbema*, Wooded Dutch landscapes, luminous in colouring and bold in style; 93. *Paul Potter*, Cattle grazing (1652); several genuine works by *Phil. Wouverman*, the finest being No. 89, The Stable. — As in the case of the royal gallery, most of these pictures were collected by *Morell*, an art-dealer, about the middle of the 18th century.

Farther on, to the left, is the **Frederiks-Kirke** (Pl. L, 4, 5), begun in 1749-67, and completed in 1878-94 at the cost of Hr. Tietgen, a wealthy banker. The handsome dome, internally 141 ft., externally 263 ft. in height, is a conspicuous object in the city when seen from the environs. Adjacent, in the Bred-Gade, is the Russian *Alex. Newsky-Chapel*, with gilded domes.

In the Bred-Gade are the *Surgeons' Hall*, the *Roman Catholic Chapel* (Pl. 11), and the large *Frederiks-Hospital* (Pl. 4; L, 4). — The N.W. corner of the inner town is formed by a series of streets ('Nyboder') of one-storied houses, erected under Christian IV. for sailors of the navy, extended in the reign of Christian VII., and of late partly altered. In this quarter are the *Church of St. Paul* (Pl. 12; L, 4) and the *Academy for Naval Cadets* (Pl. 37; L, 4). An adjacent monument commemorates *Admiral Suenson* (d. 1887), who commanded the Danish fleet in 1864.

The AMALIE-GADE (Pl. L, 5, M, 4) is broken by the octagonal *Frederiks-Plads*, which is embellished with an equestrian **Monument of Frederick V.* (d. 1766) in bronze, erected in 1771 by the Asiatic Trading Company, and designed by *Saly*, a French sculptor. The four uniform rococo buildings enclosing the Plads together form the **Amalienborg** (Pl. L, M, 5), which is now occupied by the King, the Crown Prince, and the minister of the exterior.

The Amalie-Gade issues on the ESPLANADE (Pl. C, M, 4), to the

S. of the Citadel of **Frederikshaven.** Here, to the right, are the *Toldbod* (Pl. 44; M, 4), or custom-house, the *Meteorological Institute* (Pl. 22; M, 4), and the *English Church* (*St. Alban's;* Pl. M, 4), a tasteful Gothic building. Near this, towards the Bredgade, is a café. To the E. of the citadel the *Lange Linie*, a pleasant promenade, extends to the new Free Harbour (p. 346). On the Lange Linie is a *Monument* to Ivar Hvitfeld, the heroic Danish commodore, who sank with his vessel during the battle against the Swedes in the Kjøge Bugt on 4th Oct., 1710 (p. 365). Near it are the *Pavillon Café* (Pl. M, 3) and a *Camera Obscura*, which affords a pleasing picture of the harbour when the sun shines. — To the N.W. of the citadel are the *Blind Asylum*, a *Deaf and Dumb Asylum* (Pl. K, L, 2), the *Garrison Cemetery* (Pl. K, 2), and the *Holmens Cemetery* (Pl. I, K, 2, 3). These burial-grounds contain several monuments recalling the Danish wars of 1848-9 and 1864.

The inner town is bounded on the S.W. by the Vestervold-Gade and the HALMTORV (Pl. H, 7), in which a new *Town-Hall* on Nyrop's plans, and to the S., a new *Glyptothek* (see p. 357; Pl. I, 7, 8) are in course of erection. Beside the latter is a seated bronze *Statue of J. A. Carstens* (1754-98), the painter, by Th. Stein.

At the beginning of the Vesterbro-Gade (Pl. H, G, F, 7; tramway No. 1, p. 344), which intersects the suburb of Vesterbro, are (to the left) the *Exhibition of Industrial Art*, the *Panopticum* (adm. 10-10 o'cl.; 1 kr.), and the *Dansk Folkemuseum* (Pl. H, 7), a collection formed by B. Olsen to illustrate the history of civilisation (adm., p. 345; catalogue 30 *ø.*). Farther on, at the entrance to the *Tivoli* (p. 345), rises the *Friheds-Støtte*, or Column of Liberty (Pl. G, 7), an obelisk of sandstone, 50 ft. in height, erected by the peasantry in 1778 in memory of the abolition of serfdom; the four allegorical marble figures round the base (reliefs) are by Wiedewelt. — The side-streets to the S. from the Vesterbro-Gade lead to the municipal *Cattle-Market* (*Kvægtorv;* Pl. G, 8) and *Slaughter-House*, which are specially busy on Thursdays.

The Vesterbro-Gade is continued by the *Frederiksberg-Allee*, with its numerous pleasure-gardens, frequented especially on Sun. (p. 345). The Allee ends in a round space before the park of Frederiksberg.

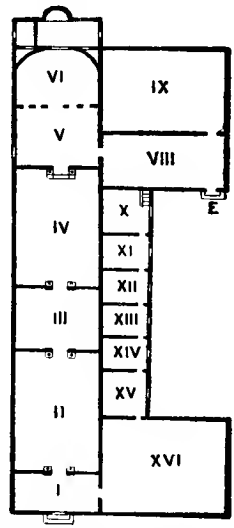
At the entrance to the *Frederiksberg-Have* (Pl. C-A, 7), or palace-garden, rises a *Statue of Frederick VI.* (d. 1839) by Bissen. The **Frederiksberg Palace** (Pl. B, 8), erected in the Italian style under Frederick IV. (d. 1730), now a military school, lies conspicuously on a hill to the left. The chief attraction is the fine view from the shady terrace in front of the palace. — Farther to the W., beyond a *Confectioner's*, lies the *Zoological Garden* (Pl. A, B, 7, 8; adm., see p. 346). — To the S. of the Roskilde road is the beautiful shady park of *Søndermarken* (Pl. A, B, 8).

Opposite the S.E. exit from the park, towards the Ny-Carlsberg

Glyptothek, is a bronze statue of the Danish statesman *Karl Christ. Hall* (1812-88), by the younger Bissen, 1890.

The ****Ny-Carlsberg Glyptothek** (Pl. C, 9; tramway, p. 344, No. 2, b), a magnificent collection of sculpture and other works of art, the property of *Herr Carl Jacobsen*, a wealthy brewer and enthusiastic lover of art, until lately contained almost exclusively the works of French and Scandinavian sculptors; but since 1887 the proprietor has enriched it with so many antiques of the highest value that it now ranks among the finest collections to the N. of the Alps. On the completion of the new building for its reception (see p. 356) this gallery will pass into the possession of the city of Copenhagen, to which Herr Jacobsen has presented it. — Admission, see p. 345; catalogue 75 ø.

Entering through a monumental gateway in the Ny-Carlbergsvei, along which the tramway runs, we pass the large Ny-Carlsberg brewery, and reach the entrance to the Glyptothek, on the left.



Room I (Vestibule): **Egyptian Antiquities**, a small but choice collection of typical examples of the various periods of Egyptian art. Above are eleven paintings of Egyptian scenes, by *Riis Carstensen* (1891). — 1. Statue of an Egyptian woman (4th Dynasty; under glass); *27. Basalt statue of an Egyptian magnate (12th Dyn.); 31. Stele of the Hyksos period (?); *33. Diorite statue of Annbis (18th Dyn.); 70. Granite statuette of Osiris; 73. Egyptian prince and his mother, group in granite (28th Dyn.); no number, Kneeling statuette, in basalt (Saïtic period); 151. Bronze statuette of Anubis (26th Dyn.); no number, Bronze statuette of the god Khnum; 272a. Granite head from a king's statue (18th Dyn.); 276. Mummy (33rd Dyn.). — The rest of this collection is in Cabinet XV.

Room II. **Danish Sculptures.** The frieze is by *H. Bissen:* Ceres and Bacchus civilising mankind, a cast of the original which was destroyed when the Christiansborg was burned down. Also many works (1-86, 762-766) by *H. V. Bissen* (1798-1868), who is said to have been Thorwaldsen's favonrite pupil. Subjects chiefly Greek and Christian. Also beautiful portrait-busts. Other sculptures by *H. E. Freund* (1786-1840; Nos. 290-305); *Th. Stein* (b. 1829; Nos. 358-367), a pupil of Bissen; *Jerichau* (1816-83); *St. Sinding* (b. 1846; Nos. 351-356), and other masters. — In the centre: Atblete, by *Sir Fred. Leighton.*

The **Greek Sculptures**, almost all original Greek works, are chronologically arranged in RR. III-VI. — Room III: *1020. Attic head of an athlete, 6th cent. B. C. *1024. Archaic bas-relief, widow offering a libation to her deceased hnsband, who has the features of a hero. 1026a, 1026b. Archaic heads in terracotta, from Selinus; 1026. Terracotta head, coloured, from Præneste; *1021. Head of a youth, in an advanced archaic style, from Cyprus; *1027, 1028. Late-archaic hermæ, from Athens; no number, Head of an ephebus (youth), of the first half of the 5th cent.; 1033, 1035. Heads of Zeus, 1034. Head of Dionysos, all three from Athens, in a style approaching that of Phidias; 1035a. Female figure in relief, brought from

Athens by Lord Elgin (5th cent.). Under glass, *1037. Head of Hermes (Mercury), with traces of colouring, recalling the Hermes by Praxiteles at Olympia (4th cent.); 1044, 1045a. Attic lecythi, or funeral vases, of the 4th cent.; 1038, 1039. Heads of athletes, from Athens (4th cent.); 1071, 1072. Heads of athletes, of Roman workmanship; *1039a. Bronze statue of Hercules (4th cent.); 1073. Head of a girl, in a type of the Second Attic School, of Roman execution; 1081a. Hellenistic portrait of a youth, from the Villa Borghese; 1082b. Head of a dying Hellenistic prince; *1083. Head of a youth in a flat hat. In the centre of the room: 1056a. Torso of a satyr, an original Hellenistic work; no number. Marble statue of a woman (Peloponnesian; 5th cent.), recalling figures at Olympia. — The frieze of this room, by *Jerichau*, represents the marriage of Alexander and Roxana.

Room IV, with the great frieze by *H. E. Freund* ('Ragnarok', twilight of the gods), representing the decline of the Northern Olympus, the original of which was destroyed with the Christiansborg (p. 348), copied for this room by *St. Sinding*. 1045. Head of a woman, from a tomb-relief at Tarentum (end of 5th cent. B.C.). 1062. Statue of a woman, with a cloak over her head (Aura velificans?), Greek type of middle of 5th cent., probably for the summit of a tympanum, Roman in execution. By the wall on the right, in the centre, *Hera ('Juno Pronuba'), a colossal statue from the Villa Borghese (Rome). 1063. Statue of a Triton (Hellenistic), ornament of a Roman fountain. 1064a. Statne of Dionysos; 1053. Torso of Silenus, Hellenistic. *1079. Colossal head of Athene Promachos; 1081. Colossal head of a youth, from Tarsus, a decorative work, of Alexander's time or the beginning of the Hellenistic period. 1051b. Cupid bending his bow; no nnmber, Hercules at the court of Omphale. *Statue of Anacreon, after an Attic original of the best period of the 5th cent., from the Villa Borghese (Rome). 1223. Statue of Demeter (Ceres). Without number: Statue of a satyr, supposed to be the *Periboëtos*, the famous satyr of Praxiteles, from the Villa Borghese (Rome). 1050. Statue of Hercules, from Tivoli. 1042, 1043. Attic tomb-reliefs (4th cent.). — In the centre of the room: 1048. Artemis (?), 1049. Amazon (?), two female torsos, expressive of great animation.

On each side of the entrance to the next room are copies in marble of *Thorwaldsen's* Caryatides destroyed with the Christiansborg.

Room V. 1080. Colossal head of a woman with a mnral crown, from Smyrna, probably the goddess of that city. 1073e. Head of a dancer; no number, Head of a satyr, with distended cheeks; 1077, 1077a. Hermæ of Dionysos (?); Statue of Leda; 1291. Frieze with Hercules; 1099. Colossal head of Dionysos; 1052. Statue of Paris or of Ganymede; 1073b. Female head (Athena Lemnia?); 1073c. Colossal head of Apollo; 1062a. Statue of Æsculapius; 1056. Statue of Apollo Citharœdus; 1097. Colossal head of Apollo; 1059a. Statue of Hercules; no nnmbers, Two heads of Hercules; 1059b. Statue of one of the Dioscuri; 1074. Head of Æsculapins; 1047. Statue of a youth, recumbent, a Greek original. — Room VI (semicircular). Bust of the King of Denmark; seated figures of the Empress-Dowager Maria of Russia (Princess Dagmar of Denmark), by *Jean Gautherin*, and of the Princess of Wales (Princess Alexandra of Denmark), by *Chapu*. In this room also are: 1068. Group with Æsculapius (who is represented without a beard, contrary to the nsual cnstom); 1073d. Head of Aphrodite; *1059a. Boy with fruit; 1060. Attic tomb-relief (4th cent.). The frieze, representing the Valhalla, is an original by *St. Sinding*.

Room VIII. **Gallery of Portrait Busts.** Most of the works here are of Roman execution, but the following are *Greek*: 1078. Head of a woman, in a slightly archaistic style, recalling Peloponnesian types; 1098. So-called Sappho; 1102. A poet; 1104. Epicurus; 1082. An orator; 1081b. Head of one of the Diadochi (successors of Alexander the Great), from Crete, with the little horns marking him as the 'New Dionysos'; no number, Sophocles. — Most of the *Roman* works are unusually fine examples, admirably illustrating the progress of the art of portraiture at Rome. They are chronologically arranged (except that the busts of the Julian period are in R. IX). 1226. Head of a man, in travertine, probably the earliest Roman portrait known; 1227. Tomb-relief of Gaius Septumius,

from Vulci; 1228-1234 b. Unknown portraits of the close of the Republic; 1239a. Fulvia, wife of Mark Antony (?); 1230. Fragment of a statue, perhaps of Caius Cælius Caldus, consul in B.C. 94; *1253. Portrait of a woman from the tomb of the Haterii on the Via Labicana; 1252b. Otho; 1257a. Unknown bust, found at Athens; 1256. Plotina, wife of Trajan; *1257. Hadrian, a sickly and nervous face; 1258. Antinous; 1260. Antoninus Pius; 1260a. Faustina the Elder; 1262. Marcus Aurelius; 1262b. Faustina the Younger; no number, *Lucius Verus; Lucilla; *1261. Antoninus Pius (?); 1263a. Ælius Aristides; 1269. Manlia Scautilla, wife of Didius Julianus; 1266. Bust of a certain Jason of Cæsarea in Cappadocia; 1272. Julia Mœsa; no number, Septimius Severus; Julia Mamæa; 1279. Tranquillina, wife of Gordian III. 1276a, 1276b, 1278a, 1278b, 1280. Finely polished busts of the period of the Gordians: 1276a. Maximinus the Thracian; 1280. Herennius the Etruscan. 1279a. Colossal bust of Ottacilia Severa; 1284a. Colossal bust of Gallienus. Among the most valuable objects are portraits of the close of the decadence period: 1287. Helena, mother of Constantine the Great; 1289. Magnentius (350-353 A.D.); 1286, 1288. Unknown. — In this room also: 1804. Early Christian sarcophagus, with the history of Jonah (symbol of the Resurrection); 1069. Eros (Cupid) as a god of death; 1305a. Roman tombstone with busts in relief; 1225. Statue of Atys, from a temple at Cyzikos. — The Etruscan Collection in this room includes: 1221a. Proserpine, a limestone statue from a tomb; 1213. Sarcophagus with reliefs, from Vulci (3rd cent. B.C.); 1191. Archaic terracotta statue of a horseman, from Cervetri; 1193-1199. Fragments of an archaic terracotta frieze, representing a procession of chariots and horsemen, from Cervetri; 1191a. Terracotta pediment-group, representing a combat; 1200, 1201a. Tombcippus and cinerary casket, with archaic reliefs, from Chiusi; 1222a. Etruscan column, from Orvieto.

Room IX, with a frieze by *Jerichau* (Duel of Ajax and Hector; Orpheus) and a coloured cast of the frieze from the Mausoleum at Halicarnassus. — **Roman Sculptures:** 1224d. Roman empress as Venus; 1224b. Tiberius; *1224. Toga-statue of Gaius Fundilius Doctus; 1224a. Draped statue of a matron of the Fundilian gens (these three from the temple of Diana Nemorensis in the Alban Mts.); 1224c. Draped female statue of the Augustan period (according to the Greek inscription on the plinth the head was altered to a portrait in the 3rd cent. after Christ); 1225a. Group with Mithras. — Sarcophagi: *1294. Dionysos and Ariadne (from the Villa Casali) 1295. Myth of Marsyas (from Sidon); 1298. Phaëton. — Busts: *1254a. Unknown Romau (from the Villa Borghese); *1235. Cneius Pompeius Magnus; 1236. M. Junius Brutus, the murderer of Cæsar; 1237. Probably Servilia, mother of Brutus; 1238, 1239. Probably the sisters of Brutus; 1240. Antonia the Elder; 1241. Antonia the Younger; *1244. M. Vipsanius Agrippa, general of Augustus; 1245. Agrippina the Elder, wife of Germanicus; 1247, 1248. Agrippina the Younger, daughter of Germanicus; 1249. Sister of the preceding; *1243. Livia, wife of Augustus; no number, Augustus (from Sardis); 1246. Caligula; 1250. Drusus the Younger, son of Tiberius; *1251. Probably Messalina, the notorious wife of Claudius, of sensual but good-humoured expressiou; 1252. Youthful Nero (?); *1254. Julia, daughter of Titus; 1251a, b, c. Busts from the temple of Diana Nemorensis; 1242a. Augustus, 1253a. Domitian, small bronze busts; 1292. Archaistic relief of Neptune, Amphitrite, and Mars; no number, Archaistic relief of Hercules and Apollo fighting for the Delphic tripod (from the Villa Borghese); 1293. Relief of Victoria from the early imperial period. On the walls: 1318a. Six stucco fragments from the lining of a tomb of the Sempronii. — In the centre of the room: 1319. Mosaic of Europa, from the Villa Casali; Vase in red marble, a copy of the vase in the Gabinetto delle Maschere in the Vatican.

We return to R. VIII and enter Cabinets X-XV which contain the smaller articles of the collection. — Cab. X contains chiefly *Primitive Italian Terracottas* and *Etruscan Cinerary Urns* with reliefs, the latter dating mainly from the 3rd cent. B.C. On shelves, a series of antefixæ decorated with sculpture and rich painting, mostly very archaic, from Cervetri (Cære), Falerii, and Capua; 1220. Balustrade in terracotta, adorned with a winged woman; 1191. Head of a very primitive idol. Among the Etruscan urns

observe No. 1215 (under glass), the original colouring and gilding of which are in excellent preservation. 1213. Sarcophagns from Vulci, with relief (3rd cent. B. C.). 1203. Bronze casket, found at Præneste, with battle-scenes engraved on the lid (3rd cent. B.C.).

Cabinet XI. Small terracottas (groups, small figures, heads) from Tanagra, Asia Minor, and Tarentum.

Cabinet XII. Chiefly small antique works of art; busts; fragments.

Cabinet XIII. 739. *Al. Cano* (Spaniard, 17th cent.), Wooden statuette of a monk; three bas-reliefs in marble, by *Mino da Fiesole;* 789. Mary, Jesus, and St. John; 794. St. Jerome; 795. John the Baptist. Unfinished bust of Alexander Farnese, in marble.

Cabinet XIV. Antiquities from *Palmyra*, statues, busts, heads, altars (also a mummy from Syria), of the 2nd and 3rd cent. A.D., the most complete collection of the kind in existence, very important for the study of costnme, ornament, epigraphy, etc. (Catalogue by *D. Simonsen*, 1889.)

Cabinet XV. *Egyptian Antiquities.* Tombstones of the Primæval, Middle, and New Monarchies, down to the Christian period, arranged chronologically. Also: 42. Relief-head of Seti I. (19th Dyn.); 60. Relief-head of Ramses III. (20th Dyn.); five painted portraits from mummy-cases (from the Graf collection). In the cabinet: Painted plaster heads from mummy-cases of the Ptolemaic and Roman periods; bronze statuettes of Egyptian deities. Græco-Egyptian terracotta statuettes. Two granite sphinxes of Hadrian's period.

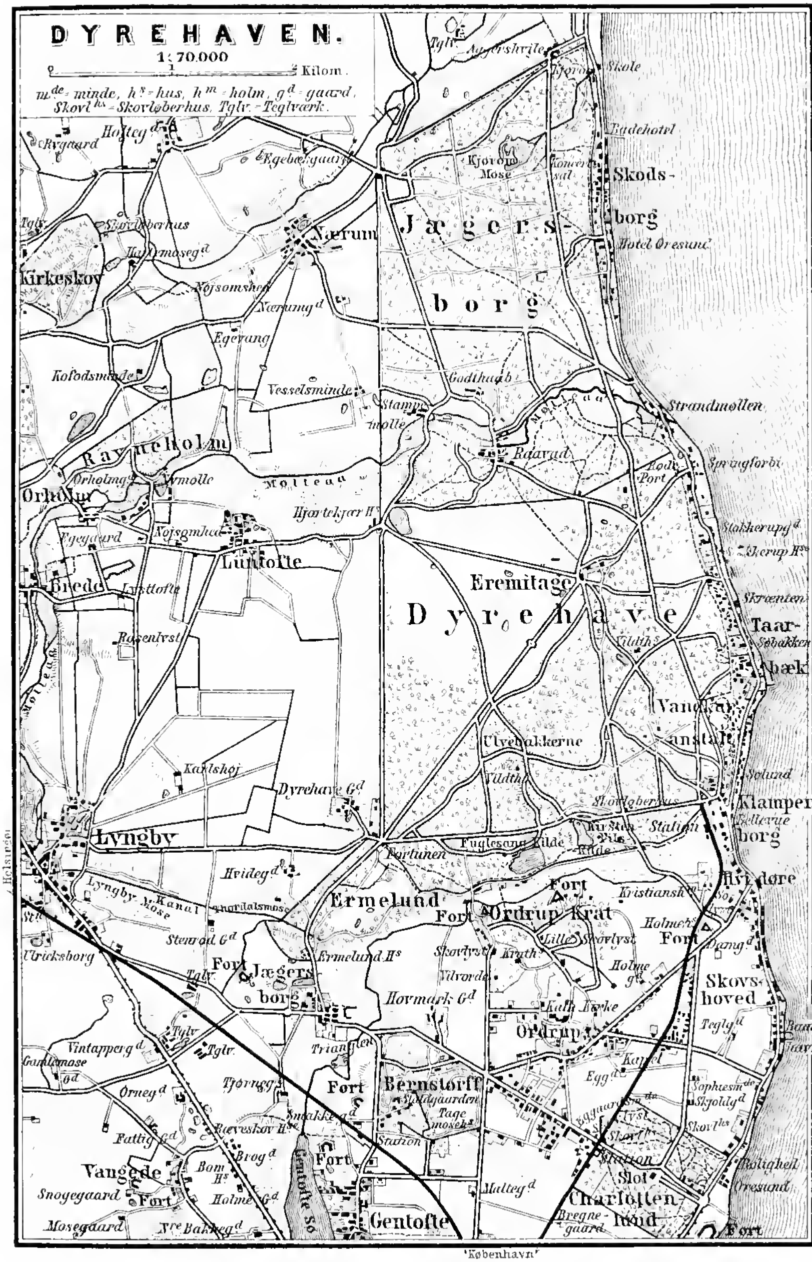
Room XVI contains modern **French Sculptures**, forming a collection quite unequalled for completeness anywhere ont of France. 447. *Gérôme*, Anacreon; *Paul Dubois*, 424. Faith, *420. Eve (two examples), *421. Caritas; 430. *J. Falguière*, Ophelia (a portrait of Mme. Christine Nilsson); *411. *Delaplanche*, Music; 774. *Aizelin*, Mignon; *433. *Gautherin*, Paradise Lost; 789. *Salmson*, Yarn-winder; 885. *Barrias*, The child Mozart; 877. *Falguière*, Eve; *412. *Delaplanche*, Maternal training; *775. *Barrias*, The first funeral; *399. *Chapu*, Joan of Arc; 838. *Marqueste*, Eve; *392. *Barrias*, Oath of Spartacus. Also, two plaster-casts: 460. *Mercié*, 'Quand même!' (defence of Belfort); 425. *P. Dubois*, Equestrian statue of the Constable Anne de Montmorency. — Busts: *Léonard*, 785. Vision of Faust, 784. Ophelia; 780. *P. Dubois*, Pasteur, 782b. *Falguière*, Paul Dubois, *398. *Carpeaux*, Gérôme (these three in bronze); *439. *Gautherin*, Candour (terracotta). In the centre: 393. *Barye*, Panther and crocodile (bronze). — On the E. wall is the continuation of the Renaissance sculptures; 795e. *Algardi* (?), Paul V., a bronze bust from the Palazzo Borghese. Also, a Christian sarcophagns.

A visit may also be paid to the Romanesque **Jesus-Kirke** (Pl B, 9), built on Dahlerup's plans at the cost of Herr C. Jacobsen (12-3; 25 ø.). The interior, richly adorned with stucco, is supported by 82 granite pillars. The font, with figures of Faith and Hope, is by *Jerichau;* the tomb of the Jacobsen family has a marble group by *Thorwaldsen* and *Tenerani;* the altar-frieze is by *Sinding.* Stained glass from Munich. — In front of the church is a bronze copy of *Michael Angelo's* 'Moses'.

Environs of Copenhagen.

The *Environs of Copenhagen and the whole of N. E. Zealand are very attractive. The rich corn-fields, the green meadows, and the beautiful beech-woods fringing the blue or greenish water of the Sound, are enlivened with numerous villas, châteaux, and villages. We note a few of the more interesting places.

The Klampenborg Railway (station, see Pl. G, 6) runs trains in summer hourly on week-days, and half-hourly or oftener on Sundays and holidays (in 25 min.; fares 60, 40, 25 ø.). Stations: *Nørrebro*, *Hellerup* (p. 361), *Charlottenlund*, *Klampenborg*.


DYREHAVEN.
1:70.000
Kilom.
m^de = minde, h^s = hus, h^m = holm, g^d = gaard, Skovl^hs = Skovløberhus, Tglv. = Teglværk.
Holteg^d
Rygaard
Egebækgaard
Nærum
Jægersborg
Skodsborg
Hotel Øresund
Badehotel
Kjøroms Mose
Kirkeskov
Nøjsomshed
Nærumg^d
Egevang
Kofodsminde
Vesselsminde
Godthaab
Stampemølle
Strandmøllen
Raavad
Ravneholm
Ørholm
Mølleaa
Hjortekjær H^s
Nøjsomhed
Lundtofte
Eremitage
Dyrehave
Brede
Lyngtofte
Rosenlyst
Taarbæk
Vandkuranstalt
Ulvebakkerne
Karlshøj
Dyrehave G^d
Lyngby
Fortunen
Fuglesang Kilde
Klampenborg
Kirsten Piils Kilde
Hvideg^d
Ermelund
Fort
Ordrup Krat
Lyngby Mose
Kanal
Stenrød G^d
Ulriksborg
Fort Jægersborg
Ermelund H^s
Skovlyst
Kristiansh^m
Holmeh^s
Dang^d
Skovshoved
Hovmark G^d
Ordrup
Kalk Kirke
Vintappereg^d
Gamlemose
Tglv.
Trianglen
Ørneg^d
Tjørneg^d
Fort
Bernstorff
Stolpegaarden
Tagemose
Snakkeg^d
Egg^d
Kapel
Sophiesminde
Skjoldg^d
Teglg^d
Skovl^hs
Fattig G^d
Bøveskov H^s
Brog^d
Station
Vangede
Bom H^s
Fort
Gentofte Sø
Malteg^d
Slot
Charlottenlund
Roligheid
Øresund
Snogegaard
Holme G^d
Mosegaard
N^re Bakkeg^d
Gentofte
Bregnegaard
Helsingør
København

Carriage to Klampenborg or Skodsborg 5-6, there and back 8 kr.; higher fares on Sundays. — *Steamboats*, see below.

The 'Strandvei' to Klampenborg (tramway to Slukefter near Hellerup), which begins at the *Triangel* (Pl. I, 1), is uninteresting until beyond the *Vibenshuus* inn, where it approaches the coast, with its numerous villas. About 3½ M. to the N. of the Triangel, in a beautiful park, is the royal château of *Charlottenlund*, occupied by the Crown Prince in summer. Near the château is the *Restaurant Constantia*, and at the entrance to the woods, by the Crown Prince's stables, is another café-restaurant. On the shore are a fort and th *Charlottenlund Baths*. About 1¼ M farther on is the *Hôtel Skovshoved*, the first steamboat-station, which is 1¼ M. from Klampenborg (see below). A fine avenue leads from Charlottenlund to the N.W. to (1½ M.) the château of *Bernstorff*, the summer-residence of the royal family, also situated in a park, and the hamlet of *Jægersborg* (Inn).

A very favourite excursion from Copenhagen is to the ***Dyrehave** (usually called *Skoven*, or the forest), or deer-park, a beautiful forest of beeches, well stocked with stags and deer. At the entrance, 2 M. to the N. of Charlottenlund, is the *Bellevue Hotel*, the landing-place of the steamers. About ¼ M. farther on, in a beautiful park, are the water-cure and sea-baths of **Klampenborg** (*Hotel & Restaurant*, fine view; pension for a week or more, from 6 kr. per day). Most of the numerous villas on the beach are let as summer-quarters. On a height, in a clearing of the wood, a little inland from *Torbæk* or *Taarbæk* (Hotel), 2¼ M. from Klampenborg, stands the *Eremitage* (Restaurant), a shooting-lodge built by Christian VI. in 1736, near which groups of deer are seen towards evening. A pleasant path leads thence by *Raavad* (Restaurant) and through the fine wood of *Jægersborg* to **Skodsborg** (**Bade-Hôtel*, R. with view 2-6, D. 2-3 kr.; **Øresund;* omn. to Klampenborg station 30 *ø.*), another favourite bathing-place and the most beautiful spot on the Sound.

The *Dyrehaves Bakke* ('deer-park hill'), on the S. side of the park, is a great popular resort in summer. Near a spring called the *Kirsten-Piils Kilde* are rows of booths and shows of all kinds, which with the beautiful woods afford a pleasant picture of humble life 'al fresco'. The forester's house of *Fortunen*, in the S.W. corner of the Dyrehave, with a garden-restaurant, 2¼ M. from the Klampenborg station, commands a fine view.

59. From Copenhagen to Helsingør and Helsingborg.

Comp. Map, p. 250.

Zealand Northern Railway to *Helsingør*, 37½ M., in 2 hrs.; fares 3 kr., 2 kr., 1½ kr.; nine trains daily. Best to go by first train, in order to have time to see Frederiksborg. Through-passengers to *Helsingborg* (fares 4 kr. 10, 3 kr. 10, 2 kr. 40 *ø.*) are conveyed from Helsingør to the steam ferry in a special carriage. — Steamboat (restaurant on board; B. 1½ kr.) four times daily to *Helsingør* (in 2½ hrs.; fares 1½ kr., 1 kr.) and *Helsingborg* (in 3 hrs.; fares 2 kr., 1½ kr.), starting from the corner of the

Havne Gade and the Nyhavn at Copenhagen (Pl. L, 6). Cheap trips ('Lysttur') on Sundays, there and back ('Tur og Retur'). Stations: 25 min. *Skovshoved*, 10 min. *Bellevue-Klampenborg*, 5 min. *Taarbæk*, 20 min. *Skodsborg*, 10 min. *Vedbæk*, 15 min. *Rungsted*, 25 min. *Humlebæk*, 20 min. *Snekkersten*, 20 min. *Helsingør*, 30 min. *Helsingborg*.

The RAILWAY makes a wide circuit through the district of Frederiksborg. Stations: *Nørrebro* (a suburb); 4½ M. *Hellerup*, where the Klampenborg line (p. 360) diverges to the right; 6 M. *Gjentofte* (station for the château of Bernstorff, p. 348); 8 M. *Lyngby*, still within the new fortifications, near which are the villa of *Sorgenfri* and Count Schulin's villa of *Frederiksdal*. 11 M. *Holle*, with charming environs (château of *Dronninggard* on *Lake Fure*, etc.); 14½ M. *Birkerød*; 17½ M. *Lillerød*.

22½ M. **Hillerød**. — **Hotels.** HÔTEL LEIDERSNORFF, opposite the castle, omnibns from the station 25 ø.; HÔTEL KJØBENHAVN, well spoken of; KRONPRINNSEN. — **Slotspavillon Restaurant*, see below.

Omnibus to *Fredensborg* (p. 363), 50 ø. — CARRIAGE with one horse 4, with two horses 6 kr. and fee.

BRANCH RAILWAY to (12 M.) *Grønsted* through the beautiful forest of *Gribskov;* fine excursion to *Gribsø* (Restaurant in the woods), the third station. — Carriages meet the early trains at Grønsted to convey passengers to *Gilleleie* (p. 364).

Hillerød, the small capital of the district of Frederiksborg, adorned with a very realistic statue of Frederick VII., lies at the S. end of the small *Lake of Frederiksborg*, from which, near the W. bank, rises ***Slot Frederiksborg** (¼ hr. from the station). This palace was erected in 1602-20 by Christian IV. in the plain and vigorous Renaissance style named after him (p. 354), on the site of an older building of Frederick II. The massive edifice, which consists of four stories, with towers and gables, has been restored since a fire in 1859, and is now fitted up as an historical museum. Some of the rooms are sumptuously decorated, especially the **Knights' Hall* and the *Dining Room*. They contain a large collection of historic and artistic interest, modern historical pictures, portraits, etc. The windows afford a variety of pretty views. The church is specially interesting. Entrance by the middle door in the N. main wing: in summer daily, 9.30 to 4, and 5 to 7 o'clock; tickets in the vestibule of the main building, 35 ø.; catalogue 25 ø.

The **PALACE CHURCH*, where the kings of the Oldenburg line used to be crowned, is gorgeously decorated and almost overladen with gilding. The intarsia or inlaid-work of the stalls next to the royal seat, dating from the time of Christian IV., is by Dutch artists; so, too, are the pulpit, of ebony and embossed silver, and the Crucifixion in embossed silver on the high-altar. The gallery is adjoined by the **KING'S ORATORY*, which has been entirely restored since the fire of 1859 in all its old splendour of carved wood and ivory, and is adorned with fine paintings from the Passion by *Prof. C. Bloch* (d. 1890), presented by Herr J. C. Jacobsen (d. 1887).

The *Neptune Fountain*, in the outer palace-court (1888), is a reproduction of a fountain executed for Christian IV. by Adrian de Vries in 1623 and carried off by the Swedes in 1659. The Park behind the palace, laid out in the old French style, contains the **Slotspavillon* (restaurant), whence we have a fine view of the palace.

From Frederiksborg (walkers turning to the right in the central court of the palace, and passing through the gate to the right) a road leads through beautiful oak and beech woods to the N.E. to (5 M.) **Slot Fredensborg**, the autumn residence of the royal family, near the pretty *Lake Esrom*, which becomes visible on the way. The palace, built in 1720 in memory of the recently concluded Danish and Swedish peace, contains few objects of interest. (Among the pictures: Karel van Mander, Christian IV.; Rubens, Christ on the Cross; Rembrandt, Young girl.) Admission to the palace 50 *ø.*; to the Russian Pavilion 50 *ø.* more. The park, which is open to the public, contains the 'Normansdal', adorned with statues of 65 Norwegian peasants in national costume, presented by the peasants themselves in the 18th cent., but without artistic value. The grand avenue in the S. part of the park is worth seeing. (Guide, to save time, 50 *ø.*) — The village of **Fredensborg** *(*Jernbane-Hotel; Store Kro)* is a railway-station (28 M. from Copenhagen).

The last stations on our route are (32 M.) *Kvistgaard* and (37½ M.) *Helsingør* (see below). The station is close to the pier.

The *Steamboat to Helsingør (2½ hrs.) is far more enjoyable. It skirts the beautiful coast of Zealand, the attractions of which are gradually revealed as we proceed. Steering along the shore, the vessel calls at *Bellevue* (p. 360), *Torbæk* (p. 360), *Skodsborg* (p. 360), and *Vedbæk*, with the beautiful park of Count Danneskjold-Samsø (open to the public). Leaving to the right the Swedish island of *Hven*, noted for its connection with Tycho Brahe (p. 354), and the church of St. Ibs (Jacobus or James), we next touch at *Rungsted* (where a hill bears a monument to the Danish poet Johannes Ewald, p. 353), at *Humlebæk*, and at *Snekkersten*.

Helsingør *(Jernbane-Hotel*, at the station, well spoken of; *Hôtel Øresund*, in the town; *Hôtel du Nord)* is an ancient commercial town with 11,000 inhab., on the narrowest part of the *Sound*, which separates Zealand from the Swedish province of Skåne. Modern Gothic town-hall. *Strandpavillon*, a café on the quay.

Just beyond the N. exit from the town rises the handsome and conspicuous castle of ***Kronborg**, massively built of stone by Frederick II. in 1577-85, and enclosed by ramparts and broad moats. It was here that the Danish government formerly exacted the Sound Dues from all vessels passing through the strait (from 15,000 to 20,000 annually). The levy of these dues was first instituted by the Hanseatic League, assumed as a right by the Danes after the fall of the League, tacitly and afterwards expressly recognised by foreign powers, and at length commuted in 1857 by the nations interested for a total sum of 30,476,325 Danish riks-dollars (nearly 3½ million pounds sterling). The batteries of the castle, however, could not absolutely prevent the passage of vessels without co-operation from the Swedish side, as was twice proved by the British fleet.

The *Flag Battery* (to the left of the principal W. entrance) is the 'Platform before the Castle of Elsinore' where Shakspeare makes the ghost in Hamlet appear. Kronborg is also mentioned in Danish traditions. Deep down in its casemates slumbers Holger Danske ('the Dane'), a well-known character in Andersen's tales, who will come forth when his country is in peril.

The castle, which is chiefly used as barracks, presents little attraction beyond its picturesque appearance. (Tickets in the inner court, first door on the left: for the collection of pictures, the chapel, and the tower 30 *ø.*; for the chapel alone 20 *ø.*; for the casemates, 1-8 pers., 25 *ø.* each, 9-14 pers. 20 *ø.* each.) The *Castle Chapel* has its walls, pulpit, and stalls adorned with wood-carving by German masters, restored in 1843. The room is also shown in which Caroline Matilda, Queen of Christian VII., was imprisoned for a time on a charge of undue intimacy with Struensee, the prime minister. The rooms formerly used by the royal family contain numerous but unimportant pictures by Danish painters. — The flat roof of the S.W. Tower (145 steps) commands an extensive **View* of the busy Sound, from the island of Hven as far as Kullen, and of the wooded coast of Zealand.

On the Swedish coast, opposite Helsingør, lies (3½ M.) *Helsingborg* (p. 259). Steamer 6-8 times daily in 20 min. (fare 50 *ø.*).

To the N.W. of Kronborg lies (¾ M.) **Marienlyst**, a sea-bathing place. The former royal château stands on the slope of a hill which affords a fine view of Kronborg and Helsingør. A column on the hill is pointed out as Hamlet's tomb! On the beach is the *Bade-Hotel*, with promenades.

Pleasant walk hence along the wooded coast to (4½ M.) **Hellebæk** (*Bade-Hotel;* omnibus to Helsingör, twice daily, 60 *ø.*), another sea-bathing place. On the opposite Swedish coast the red royal château of *Sofiero* and the coal-mines of *Höganäs* are conspicuous. The *Odinshöi*, 1½ M. farther on, also commands a fine view. — The walk may be advantageously continued along the wooded coast viâ (3 M.) *Aalsgaard* (*'Aalsgaard's Hotel*, pens. 5 kr.), (9 M.) *Hornbæk* (Pens. Friis), and (12 M.) *Nakkehoved*, to (13½ M.) **Gilleleie** (*Inn), a bathing resort and the largest fishing-village in Zealand (to Græsted, see p. 362).

60. From Copenhagen to Hamburg, by the Danish Islands and Slesvig.

316 M. Railway the whole way, with the exception of the short ferries to Fünen and Fredericia. Two through-trains daily in 16½ hrs. (39 kr. 10 *ø.*, 28 kr. 35 *ø.*, 18 kr. 5 *ø.*). — Or the traveller may go by Railway to *Korsør* (69 M., in 3¼ hrs.), thence by Steamboat (twice daily in about 5 hrs.) to *Kiel* (p. 354), and by Railway from Kiel to Hamburg (70 M., in 2¼-3 hrs.; through-service from Copenhagen to Hamburg in 12½ hrs., fares 30 *ℳ* 90, 25 *ℳ* 90, 14 *ℳ* 30 pf.).

From Copenhagen to Berlin the shortest route is now by *Warnemünde* (10¼ hrs.): railway in 3¾ hrs. to (75 M.) *Gjedser* (see p. 365), at the S. extremity of the island of *Falster;* steamboat in about 2 hrs. to (30 M.) *Warnemünde;* railway (express in 4½ hrs.) thence to (140 M.) *Berlin.* — Steamboats also ply from Copenhagen to *Lübeck* (daily in 17 hrs.), *Stralsund* (in summer daily viâ Malmö in about 10 hrs.), *Stettin* (4 times weekly in 14½-16 hrs.), etc.

Copenhagen, see p. 342. The scenery traversed by the W. Zealand Line is very pleasant. 2 M. *Frederiksberg* (p. 356); 7½ M. *Glostrup;* 11 M. *Taastrup;* 16 M. *Hedehusene.*

20 M. **Roskilde**, pron. Röskille (*Hôtel Prindsen; Menzel's Hotel*, at the station; *Rail. Restaurant*), an old town on the deeply indented fjord of that name, the capital of the kingdom down to 1443 (comp.

p. 346), and the residence of the bishop of Zealand down to the Reformation, now contains 6000 inhab. only. The only relic of its ancient glory is the fine **Cathedral*, consecrated in 1084, and restored at subsequent periods, finally in 1868.

The INTERIOR (sacristan, or 'Graver', nearly opposite the W. portal; 1-3 pers. 2 kr., 4-10 pers. 4 kr.) contains the tombs of the Danish kings, most of whom, from Harold I. (d. 987) down to Frederick VII. (d. 1863) repose here, the earlier in vaults, the more recent in chapels. Behind the high-altar, Queen Margaret (d. 1412), with a recumbent alahaster statue (1423), and her brother Christopher (d. 1363); Christian V. (d. 1699) and Frederick IV. (d. 1730), with their consorts. In the late-Gothic *Chapel of the Trinity or of the Three Kings (1459-64), on the S. side of the church, are the tombs of Christian I. (d. 1481); Christian III. (d. 1559), by Corn. Floris; and Frederick II. (d. 1588). On the same side, to the E., is the chapel of Frederick V., with the tomb of that king (d. 1766), by Wiedewelt, and the coffins of the kings from Christian VI. (d. 1746) to Frederick VII. (d. 1863). Opposite, on the N. side of the church, is the Chapel of Christian IV., huilt in the Renaissance style in 1615, recently restored and decorated with frescoes by Eddelin and Marstrand. It contains the handsome sarcophagi of Christian IV. (d. 1648) and of Frederick III. (d. 1730) and his consort (these two in bronze). The late-Gothic choir-stalls are curiously carved with scenes from the Old and New Testaments. The reading-desk should also he noticed. The large carved high-altar-piece dates from the 16th century.

The small gate opposite the N. side of the church leads to grounds which command a pleasing view of the fjord.

FROM ROSKILDE TO GJEDSER (*Warnemünde*), 88 M., railway in 3½ hrs. — 14 M. **Kjøge** (*Bane-Hotel; Hôtel Prindsen*), an ancient town, prettily situated on the *Kjøge Bugt*, where the Danes under Nils Juel gained a great naval victory over the Swedes in 1677, and where Ivar Hvitfeld blew up his ship in 1710 (p. 348). In the market-place is a statue of Frederick VII., by Bissen. — Stations: *Thureby; Haslev; Olslrup;* **Nestved** (*Hôtel Vinhus; Axelhus; *Rail. Restaurant*, lunch-basket 1 kr.), near fine beech-woods. Branch-line to *Skjelskør* and *Slagelse* (p. 366). — 46 M. *Lundby*. — 55 M. **Vordingborg** (*Hôl. Valdemar; Jernbane-Hotel*, plain), with 3200 inhab. and a ruined castle. From its little harhour (55½ M.) *Masnedsund* the line crosses an arm of the Belt hy a fine bridge to the small island of *Masnedø*, whence a steam-ferry conveys passengers across the Great Belt in 17 min. to (60 M.) **Orehoved**, on the island of *Falster*. To the island of *Møen*, see p. 369. Thence again hy railway viâ *Nørre-Alslev*, *Eskildstrup*, and *Tingsted*, to (74 M.) **Nykjøbing** (*Hôlel Stad Nykjøbing*), a small port on the *Guldborgsund*, over which a railway-hridge and a carriage-hridge lead to the island of *Laaland*. — Thence we proceed viâ *Veggerlose* and *Fiskebæk* over a flat peninsula to (88 M.) **Gjedser** or *Gjedser Odde*, the southernmost point of the island (steamboat to *Warnemünde*, see p. 364).

FROM ROSKILDE TO AARHUS VIÂ KALLUNDBORG. To *Kallundborg*, 49 M., railway in 2¼-3½ hrs. (fares 5 kr. 35, 3 kr. 90, 2 kr. 40 ø.); thence to *Aarhus*, 56 M., steamboat daily in 4½ hrs. (fares 4, 2½ kr.). — The chief intermediate stations are (22½ M.) *Holbæk* (Hôt. Isefjord), with 3500 inhab., on a fjord of the same name, and (36 M.) *Jyderup* (Skarridsø), near the picturesque *Skarrid-Sø*. — 49 M. **Kallundborg** (*Kallundborg; Postgaarden*), a small seaport with an interesting Romanesque church (12th cent.), huilt in the shape of a Greek cross, with four octagonal towers and a square tower in the middle. — The steamboat to Aarhus traverses the Kallundborg Fjord, and touches at *Samsø*, in the Great Belt. — *Aarhus*, see p. 370.

26½ M. *Viby;* 31 M. *Borup;* 39½ M. *Ringsted*, with an old Benedictine church. — 49 M. *Sorø* (Hôtel Sorø), on the lake of that name, surrounded by woods; the Cistercian church here (12th cent.) contains the tombs of L. Holberg (p. 347) and of three Danish kings.

Farther on the scenery is uninteresting. 58 M. *Slagelse.* — 69 M. **Korsør** *(Hôtel Korsør; Hôtel Store Belt; Rail. Restaurant)*, a town with 4700 inhab., is the starting-point of the large steam-ferry (good restaurant, luncheon 1 kr.) which departs $^1/_2$ hr. after the arrival of the train and crosses the *Great Belt* (14 M. wide) in about $1^1/_4$ hr. to **Nyborg** *(Postgaard)*, a town and harbour on the island of **Fünen** (Dan. *Fyen*), with remains of an old palace and a Gothic church.

The Fünen Line proceeds by *Ullerslev*, *Langeskov*, and *Marslev* to (19 M.) **Odense** *(Brockmann's Hotel; Postgaarden; Hôtel St. Knud)*, the capital of the island, with 30,300 inhab., the birthplace of *Hans Christian Andersen* (1805-1875), whose house on the Klingenberg is marked by a tablet. The *Cathedral of St. Knud*, erected in 1086-1301, contains monuments of the kings John and Christian II. The *Frue Kirke* has a fine carved reredos by Claus Berg of Lübeck (beginning of 16th cent.). The *Slot* and the *Museum* (Skole-Gade; 50 ø.) contain Northern antiquities. Statue of *Frederick VII.*, by Bissen.

From Odense to *Svendborg* and the *Danish Islands*, see R. 61.

The following stations are *Holmstrup*, *Tommerup*, *Skalbjerg*, *Bred*, *Aarup*, *Gjelsted*, *Eiby*, *Nørre-Aaby*, and (52 M.) *Strib*, at the N.W. extremity of the island, near the sea-bathing place of *Middelfart* (Behrendt's Hotel). Passengers cross the *Little Belt* in 15-20 min. by a steam-ferry to —

Fredericia *(Victoria Hotel; Rail. Restaurant)*, a town with 10,000 inhab., surrounded by a girdle of decaying fortifications. An interesting bronze statue of a soldier here commemorates the victory of the Danes over the Slesvig-Holstein besiegers in 1849.

The Flensburg line proceeds in a S.W. direction, affording occasional glimpses of the Little Belt. 5 M. *Taulov*; 8 M. *Eltang*; 12 M. **Kolding** *(*Hôt. Kolding)*, with the imposing ruins of the castle of *Koldinghus*, founded in 1248, greatly enlarged in the 16-17th cent., but destroyed by fire in 1808. 20 M. *Lunderskov* (branch-line to the W. to *Esbjerg* and *Ringkjøbing*, p. 373).

$23^1/_2$ M. **Vamdrup**, the Danish frontier-station. (In the reverse direction, luggage booked for Copenhagen is not examined till the capital is reached.)

36 M. **Woyens**, the first German station (luggage examined). Branch-line in 35 min. to ($7^1/_2$ M.) *Hadersleben* (Petersen's Hotel), a small trading-place (7600 inhab.) on the fjord of that name. — From (50 M.) *Rothenkrug* another branch-line runs in 25 min. to (4 M.) *Apenrade* (Hôtel de Vos), a sea-bathing place on the beautiful *Apenrade Fjord*. — 59 M. *Tingleff* (branch-line to *Tondern*, for the island of Sylt).

70 M. **Flensburg** *(Hôtel Flensburg; Bahnhofs-Hotel; Central Hotel; Fey's Hotel)*, a thriving town with 37,000 inhab., beautifully situated on rising ground at the S. end of the deeply indented

Flensburg Fjord. Fine view from the *Bellevue*, a café on the hill to the W., near the windmills. The *Old Cemetery*, prettily situated on the same height, contains a marble sphinx by Thorwaldsen.

87 M. *Jübek*, the junction for *Husum* and *Tönning*.

94½ M. **Slesvig**, or *Schleswig* (*Stadt Hamburg*, *Raven's Hotel*, in the Altstadt; *Sveen's Hotel*, near the station), an ancient town with 15,100 inhab., consists of a single street, 3½ M. in length, extending round the W. end of the fjord called the *Schlei*. Fine view from the *Erdbeerberg*, near the station. Not far from it is the old ducal *Schloss Gottorp*, now a barrack, the chapel of which has an interesting carved priedieu of the 17th century. The *Dom* in the Altstadt contains a fine reredos in carved oak by Hans Brüggemann (1524).

109 M. *Rendsburg*, a town with 13,200 inhabitants. The train crosses the *Eider* and the *North Sea & Baltic Canal*, opened in June, 1895. — 122 *Nortorf*. — 130½ M. *Neumünster* is the junction for *Kiel* (19½ M., in 35-45 min.). — 157 M. *Elmshorn*.

177 M. **Altona** (*Königlicher Hof*, *Bahnhofs-Hotel*, *Sonne*, all at the station), a thriving commercial and manufacturing town with 144,600 inhab., on the N. bank of the *Elbe*.

181½ M. **Hamburg** (*Berlin Station; Hamburger Hof*, *Hôt. de l'Europe*, *Streit's Hotel*, etc.), see *Baedeker's Northern Germany*.

61. From Odense to Svendborg, Langeland, Laaland, Falster, and Møen.

From Odense to *Svendborg*, 29 M., Railway in 1½-2 hrs. (fares 3 kr. 50, 2 kr. 55, 1 kr. 60 ø.).

Odense, see p. 366. The railway runs to the S. viâ (2½ M.) *Fruens Bøge*, (3 M.) *Hjallese*, (6 M.) *Høiby*, (8½ M.) *Aarslev*, and (10 M.) *Pederstrup*. — 13 M. **Ringe**.

From Ringe to Faaborg, 18 M., railway in 1¼ hr. (fares 2 kr. 40, 1 kr. 80, 1 kr. 20 ø.). Several small stations. — 18 M. **Faaborg** (*Hôtel Rasmussen*), with 3700 inhab., is picturesquely situated on a fjord of the same name.

16 M. *Rudme*; 18 M. *Kværndrup*; 21 M. *Stenstrup*; 26 M. *Sørup*. — 29 M. **Svendborg** (**Vandall's Hotel*; *Hôtel Svendborg*), with 8700 inhab., is beautifully situated on the *Svendborg Sund*. Immediately to the N. of the town is the *Ovinehøi*, commanding a fine view. A little farther distant is the ruined castle of *Ørkil*.

The most attractive excursion from Svendborg is that to the island of **Taasinge** (ferry or steamer). The ferry crosses the sound to *Vindeby*, whence we walk to the high-lying (245 ft.) *Bregninge Kirke* (splendid view from the tower; key from the schoolmaster). About 1¾ M. to the E. is *Valdemar's Slot*, dating from the 17th cent. (visitors admitted); and ½ M. farther to the N., opposite the island of Thorø, is the pretty fishing-hamlet of *Troense* (Jørgensen's Restaurant; Troensegaard's Restaurant). — About 1¾ M. to the E. of Svendborg (along the coast) lies the sea-bathing resort of **Christiansminde** (*Bath-Establishment* and *Bath-Pension*, pens. at both, 4-5 kr.), ¼ M. beyond which is *Gammel Hestehave*, with large orchards and manufactures of wine from fruits. — Troense, Christiansminde, and Gammel Hestehave are all visited by the steamers.

From Svendborg viâ Langeland to Masnedsund.

From Svendborg to *Rudkjøbing*, 12 M., Steamboat in 1¼ hr. (fares 1½, 1 kr.). From Rudkjøbing to *Spodsbjerg*, 5½ M., Diligence (75 ø.); thence to (16 M.) *Nakskov*, Steamboat in 1¾ hr. (fares 3 kr. 15, 2 kr. 65, 2 kr. 15 ø.). From Nakskov to *Masnedsund*, 48½ M., Railway in 3¼-4 hrs. (fares 5 kr. 85, 3 kr. 45, 2 kr. 50 ø.).

The steamer steers between Taasinge and Thorø, on the right, and Fünen, on the left, to the long island of *Langeland*. **Rudkjøbing** *(Hôtel Langeland)*, the only town on the island, with 3500 inhab., was the birthplace of *H. C. Ørsted* (1777-1851), discoverer of electromagnetism. — About 8 M. to the N. is the stately castle of *Tranekjær*, mentioned as early as the 13th cent., now the property of Count Ahlefeldt. — The steamer also calls at *Lohals*, at the N. extremity of the island.

From Rudkjøbing the road runs to the E., across the broadest part of the fertile island, to *Spodsbjerg*, whence another steamer crosses the *Langelands Belt* and the *Nakskov Fjord* in 1¾ hr. to the island of *Laaland* (Dan. *Lolland*). **Nakskov** *(Hôtel Skandinavien)*, where we land, is a town of 6700 inhab., with a large sugar-factory, the tower of which commands a fine view (apply to the manager). Near the harbour begins the dyke, erected after the great inundation of 1872 to protect the W. and S. coasts of Laaland, along which it extends to beyond Rødby, a distance of about 25 M. — About ¾ M. to the N. of Nakskov is the pleasure-resort of *Svinglen*, with a restaurant.

A pleasant drive (5 hrs.; carr. 10 kr.) may be taken to the N.E. viâ *Sœbyholm* and *Juellinge* to (8 M.) *Pederstrup*, the imposing château of Count Reventlow.

From Nakskov to Masnedsund, railway (see above). — The district traversed is fertile, with fields divided by hedges ('knicke'). — 5½ M. *Søllested*; 10½ M. *Ryde*. — 15½ M. **Maribo** *(Hôtel Gaestgivergaden; Railway Restaurant)*, a town with 2500 inhab. and a handsome Gothic church (14th cent.), occupies a pleasant site on the *Maribo-Sø*. Near the station is a *Museum*. — Branch-lines run hence, to the S. to *Rødby*, and to the N. to *Bandholm*, whence a visit may be paid to *Knuthenborg*, an aristocratic mansion with a fine park.

21 M. *Saxkjøbing* (Bruhn's Hotel) is a small town with 1500 inhabitants. Beyond (26 M.) *Graenge* a bridge, 690 yds. long, crosses the *Guldborgsund* to (31 M.) **Nykjøbing** (p. 365), the capital of the island of *Falster*.

A pleasant excursion may be taken hence (diligence twice daily in 1¾ hr.; 1 kr. 35 ø.) to (10½ M.) *Nysted* (Petersen's Hotel, unpretending), ¼ M. from which is Count Raben-Levetzau's château of *Aalholm*, perhaps the oldest building in Denmark. Its tower affords a splendid view; and in the park are some rare trees. — The model-farm of *Ourupgaard* lies 3½ M. to the E. of Nykjøbing.

From Nykjøbing to *Masnedsund*, see p. 365.

Møen.

From Masnedsund to *Stege*, 18½ M., Steamboat daily in 2 hrs. (fares 2 kr., 1 kr. 35 ø.; good restaurant on board). A steamer also plies from Copenhagen in 6 hrs. — From Stege to *Liselund* (Møensklint), 10 M., Carriage in 2 hrs. (1-4 pers. 7½ kr.; from the postmaster). — A visit to the island of *Møen* is very attractive. The W. half is flat and uninteresting, but the E. half, known as *Klint*, is rocky, with chalk cliffs rising sheer from the sea. The white and often fantastic cliffs, with their verdant ravines, unite with the blue sea to produce a scene of great beauty.

Masnedsund, see p. 365. The steamboat skirts the wooded islands of Zealand, on the left, and Falster and Bogø, on the right, and coasts along *Møen* to (18½ M.) **Stege** *(Baden's Hotel)*, the only town (2000 inhab.) on the island, with remains of its old castle and walls. Stege is situated on the more northerly of the two peninsulas that separate the bay of *Noret* from the Great Belt.

The road to Liselund leads to the E., through a monotonous district, to the (7 M.) village of *Borre*, with its little Romanesque church of the 12th century. Borre was at one time a seaport, but the rising of the ground has converted the bay on which it stood into the marshy Borre-Sø. — About 2½ M. farther on is Baron Rosenkrantz's estate of *Liselund*, with a modest but good restaurant (pens. 5 kr.) in the farm-yard. A path leading through the garden of the farm and then through a ravine brings us to the *Lille Klint* ('little cliff') with a small chapel built on the model of Tell's Chapel on the Lake of Lucerne (fine view). Thence we follow the top of the cliffs to the S., passing a number of steep and curiously shaped rocks separated by wooded ravines known as *Fald*, and reach the *Store Klint* ('great cliff'), which includes the *Taler* ('speaker'; 335 ft.) and the *Hylledalsklint* (420 ft.). To our right, inland, rises the (½ M.) *Aborrebjerg* (465 ft.), the highest point in the island (fine view). We continue to skirt the coast to the S., passing the wide ravine of *Maglevandsfaldet* (Store Knud's Inn), the *Sommerspiret* ('summer peak'), and the *Steilebjerg*, a cliff on the S. edge of the woods. Returning to Knud's Inn, we may (in favourable weather) row thence back to Liselund.

62. From Fredericia to Frederikshavn. Jutland.

206 M. Railway in 8¼ hrs. (fares 21 kr. 75 ø., 15 kr. 75 ø., 9 kr. 75 ø.). Best views to the right.

Fredericia, see p. 366. — Beyond (7½ M.) *Børkop* we enjoy, to the right, a fine view of the *Veilefjord*, among the woods at the W. end of which is (16 M.) **Veile** *(*Hôtel Royal)*, a little town of 9000 inhab., frequently mentioned in the wars of 1848, 1849, and 1864.

Steamers ply hence to *Munkebjerg*, *Tirsbæk*, etc., on the *Veilefjord*. Pleasant walk to the (3 M.) *Skrædderbakken* (Inn) in the *Greisdal*.

The train skirts the N. bank of the fjord viâ (23½ M.) *Daugaard* and (29 M.) *Løsning* to (39 M.) **Horsens** *(Jørgensen's Hotel; Skandinavie)*, on the *Horsensfjord*, an ancient town with 17,300

inhabitants. The *Vor Frelsers Kirke* contains a carved pulpit of 1663-70; and the disused *Convent Church* old tombstones of the 17-18th centuries. — Branch-lines run hence to (17½ M.) *Tøtting* and (18½ M.) *Juelsminde.* — 42 M. *Tvingstrup;* 45½ M. *Hovedgaard.*

54 M. **Skanderborg** *(Phœnix*, well spoken of; *Skandinavie)*, a little town of 2400 inhab., is picturesquely situated on an isthmus between two lakes (boats for hire). Fine view from the church-tower. The *Dyrehave* or Deer Park lies ½ M. to the W. of the town.

FROM SKANDERBORG TO SILKEBORG, 18½ M., railway in 1-1¼ hr. (fares 2 kr. 20, 1 kr. 60 ø., 1 kr.). This line goes on to *Herning* and *Skjern* (p. 373). — Beyond (3 M.) *Alken*, on the *Mossø*, the line traverses a pleasant undulating country, varied by woods, moors, and lakes. — 7½ M. *Ry*, on the *Lille-Sø*. From (10½ M.) *Laven* (Inn, at the station), a steamboat (40 kr., return-fare 70 kr.) crosses the *Jul-Sø*, from the other side of which (Hôtel Julsø) the Himmelbjerg (see below) may be ascended in 20-25 minutes.

18½ M. **Silkeborg** (**Silkeborg; Dania; Skandinavie*), with 4400 inhab., a town dating only from 1844, is situated at the influx of the *Gudenaa* into the *Lang-Sø*, one of the most picturesque points in Denmark. An excursion on the river (attractive) is most conveniently made in one of the small boats propelled by paddle-wheels worked by hand (12 kr. per day; the boatman acts also as guide). A steamboat also plies several times daily to the Himmelbjerg (1 kr., return-fare 1½ kr.; to Laven, see above). Among the various points of interest in the vicinity the finest are: in the Nørreskov, to the S.E., the *Ulbehoved* (240 ft.) and *Lovisehøi* (240 ft.), and in the Ry-Nørreskov, the *Himmelbjerg* (515 ft.; *Hôtel Himmelbjerget, moderate; belvedere in the vicinity, 25 ø.); in the Sønderskov, to the S., the *Caroline-Amalieshøi* (213 ft.) and *Aasen* (288 ft.); in the Vesterskov, to the S.W. *Krogh's Bank* on the *Alminde-Sø* (carr. 8 kr.), and farther off, *Frederik den Syvendes Høi* (367 ft.) and *Frederikkehøi* (360 ft.).

Beyond (59½ M.) *Hørning* the *Stilling-Sø* appears on the right. — 62 M. *Hasselager.*

68 M. **Aarhus** (**Hôtel Royal*, R. & L. 2½, B. ¾ kr.; *Skandinavie; Central Hotel*, R., L., & A. 1½ kr., well spoken of; *Hôtel Cimbria*, tramway to the cathedral 10 ø.; cab 65 ø., per hr. 1 kr. 35 ø.), an ancient town with 33,300 inhab. and a large harbour, on a fjord of the same name, is the junction for the railway to Grenaa. The *Cathedral*, founded in 1201 and frequently restored, has a tower 295 ft. in height; the interior is shown on week-days 10.30-11.30 free, on Sun. 12.30-1.30, 25 ø., at other times 2 kr. (sacristan, Meil-Gade 55). The *Museum*, in the E. part of the town, containing casts, paintings, and antiquities, is open free on Sat. & Sun. 12-2 (in winter 12-3); at other times on application (1-2 pers. 1 kr.). — A pleasant drive may be taken through the Marselisborg woods to *Ørnereden* ('eagle's nest'), with fine views (carriage and pair 8 kr., from *Dyhr* at the Hôtel Royal).

FROM AARHUS TO RYOMGAARD, 23½ M., branch-railway in about 5½ hrs. — 1¼ M. *Riis Skov* (Restaurants Salon, Ferdinandsplads, Pavillon), on the coast, backed by beautiful woods. Then *Lystrup, Hjortshøi, Løgten, Hornslet.* — 18 M. *Mørke*, whence an attractive road leads viâ *Rønde* to the ruins of the castle of *Kalø*, where Gustavus Vasa was confined in 1518-19. — 23½ M. *Ryomgaard* is the junction for the line from Randers to Grenaa (see p. 371).

FROM AARHUS TO HOU, 22½ M., railway in about 1¾ hr. (fares 2 kr. 45, 1 kr. 50 ø.).

72½ M. *Brabrand.* On the W. bank of the *Brabrandsø* lies the estate of *Constantinsborg.* — 76 M. *Mundelstrup;* 81½ M. *Hinnerup.* To the W. stretch the forests of Count Friis. — 89 M. *Hadsteen;* in the woods to the left is the château of *Faurskov.* To the left, at (92 M.) *Lerberg*, is the château of *Bistrup.* — 94 M. *Laurberg.*

To the S. lies the well-wooded principality of **Friisenborg,** belonging to Count Friis, whose château of *Friisenborg*, in the style of Christian IV. (p. 354), lies 10 M. to the S.E., with a large park (visitors admitted). Also to S.E. of Laurberg are (1¾ M.) *Houlbjerg*, (5 M.) *Haurum*, and (7½ M.) *Friisendal.* From (10 M.) *Hammel* (Inn) a diligence plies to *Hinnerup* (see above; 1½ hr.; 1 kr. 5 ø.).

We cross the *Gudenaa*, the largest river in Jutland, by an iron bridge (blown up in 1864) and reach (97 M.) **Langaa** *(Rail. Restaurant)*, junction of the W. Jutland railway to Viborg (see p. 373).

105 M. **Randers** *(*Hôtel Martens; Rail. Restaurant)*, on the broad Gudenaa, has 16,600 inhabitants. The Gothic *St. Martens Kirke* (14-15th cent.; lately restored) contains some good wood-carving of the 17th century. The large *Scandia Carriage Factory* may be visited on application. A branch-railway runs hence to *Grenaa* and *Hadsund.* — 114 M. *Faarup;* 120 M. *Onsild.* — 124 M. **Hobro** *(Hôtel Iversen; Møller)*, with 2300 inhab., lies at the W. end of the pretty *Mariagerfjord.*

About 7 M. to the W. lies **Mariager** *(Hôtel Jensen)*, with 800 inhab., to which a steamboat plies in 1 hr. (fares 1 kr., 75 ø.; return 1 kr. 50, 1 kr. 10 ø.). The church and the adjoining building are relics of an old convent. The *Hohøi* (360 ft.), 1 M. to the S., commands a fine view.

133½ M. *Arden.* The railway runs through fine woods. 138 M. *Skjørping;* 143 M. *Støvring;* 152½ M. *Ellidshøi;* 153 M. *Svendstrup.*

155 M. **Aalborg** *(*Phœnix*, R. & L. 2¼, B. ¾ kr.; *Hôtel du Nord; Rail. Restaurant)*, one of the oldest towns in the country (19,500 inhab.), is situated on the *Limfjord*, which connects the North Sea and the Kattegat. The town, which is intersected by five 'Aaer' or streamlets (numerous bridges), contains some picturesque old houses in the Renaissance style of the 17th century. The *Budolphi Kirke*, though dating from the 14th cent., was practically rebuilt in 1759-79; the *Fruekirke* (restored in 1869) is older. Parts of the *Hospital* date from the 15th century. The *Museum*, containing paintings, antiquities, and casts, is open free on Sat. 12-2, and Sun. and holidays 2-4; at other times adm. 50 ø. (catalogue 25 ø.).

From Aalborg to *Thisted* and viâ Viborg to *Langaa*, see R. 63.

The Limfjord is now crossed by a pontoon-bridge and by an iron railway-bridge (330 yds. long; 16 ft. broad), opened in 1879 at a cost of 3,000,000 kr. On the N. bank, opposite Aalborg, lies (156 M.) *Nørresundby.*

To the left of (163 M.) *Sulsted* stretches the extensive *Vildmose*, where curious mirage-effects are frequently observed in summer. 170 M. *Brønderslev;* 175 M. *Vraa.* — 183 M. **Hjørring** *(Kyppers Hotel; Skandinavie)*, an old town (6000 inhab.), 7½ M. to the W. of which is **Lønstrup* (Linnemann's Inn), a sea-bathing

resort on the Kattegat (diligence daily except Sun.). About 1¾ M. to the S. of Lønstrup rises the *Rubjerg Knude* (242 ft.; wide view). — 190½ M. *Sindal; Tolne;* 194 M. *Kvissel.*

206 M. **Frederikshavn** (*Dania*, at the harbour; *Hoffmann's*, in the town, R. 2¼ kr.; *Casino Restaurant*, at the station), a small seaport with 3000 inhab., was known as *Fladstrand* until 1818. Pleasant walk on the N. pier (bathing-establishment).

About 2½ M. to the W. of Frederikshavn is the church of *Flade* (fine view), embosomed in woods. — A diligence (1 kr. 20 ø.) plies twice daily to the S. to (8 M.) *Sæby* (Hôtel Harmonien, tolerable restaurant), a little town with mineral springs and sea-baths. Adjoining it on the W. is the beautiful *Sœbygaards Wood* (Restaurant).

FROM FREDERIKSHAVN TO GOTENBURG steamboat in summer daily in 4½-5 hrs. across the *Kattegat*, where the sea is generally apt to be rough (see p. 259). The approach to Gotenburg through the *Skärgård* is very pleasant (comp. pp. 259, 86). — Steamboats also ply from Frederikshavn to *Christiania* (once weekly in 21 hrs.; 21 kr., 14 kr.) and to *Christiansand* (thrice weekly in 10-11 hrs.; 14 kr., 8 kr.).

Excursion to Skagen.

24½ M. RAILWAY in about 1¾ hr. (fares 2 kr. 50, 1 kr. 50 ø.).

The railway leads through a moor near the coast, passing a few country-seats. Stations: 5 M. *Rimmen;* 8 M. *Jerup;* 12 M. *Aalbæk* (unpretending Inn), a fishing-hamlet. Thence it runs among the dunes viâ (15 M.) *Bunken*, (17½ M.) *Hulsig*, and (22 M.) *Høgen*, to —

24½ M. **Skagen** (*New Hotel; Bryndum's Hotel & Pension*, both unpretending), the chief fishing-port of Denmark (2300 inhab.), stretching among the sand-hills that border the Kattegat. The former house of the 'Byfoged', or town-steward, is adorned with the name-boards of wrecked vessels. About 1½ M. to the N. is the new *Lighthouse*, 145 ft. high, to which visitors are admitted on application to the 'Fyrmester' between 10 a.m. and one hour before dusk (50 ø. to the light-keeper acting as guide, who speaks English). From the top, which commands a wide view, the line of foam marking the meeting of the North Sea and the Baltic may be discerned. The lighthouse lies about ¾ M. from *Grenen*, the N. extremity of Denmark (57° 45' N. lat.). About 4½ M. to the E. is a lightship.

The old ruined church of Skagen (key at the lighthouse) lies half-buried in the sand. — The return to Aalbæk (carriage, bargain necessary) may be made along the coast of the North Sea, viâ (2½ M.) *Hoien* or *Gammel Skagen*, at the beginning of the dreaded 'Iron Coast', marked by wreckage and the surf above the triple reef that runs parallel with the shore, and (6½ M.) *Kandestederne* (pron. Kannesterne). Here we turn inland and cross the sand-drifts (guide-posts) viâ the *Raabjerger Miler* and *Kirke* to (15 M.) Aalbæk (see above).

63. From Aalborg on the Limfjord to Thisted and viâ Viborg to Langaa.

STEAMER from Aalborg to *Thisted*, on Tues., Frid., Sat., and Sun. in 5-7 hrs. (fares 5, 3 kr.). — From Thisted to *Langaa*, 110 M., RAILWAY in 8-9 hrs. (fares 9 kr. 60 ø., 6 kr.; no first class).

Aalborg, see p. 371. — The vessel steams to the W. through the **Limfjord** (100 M. long; average depth only 6-12 ft.), which cuts off the N. part of Jutland, known as the *Vendsyssel*. Beyond the islands of *Gjølland* and *Øland* (on the right) we enter the narrow *Aggersund*, but

beyond *Løgstør* the fjord again expands. We then pass through the *Feggesund* with the peninsula of *Hannaes* on the right and the narrow isthmus of *Fegyeklit* on the left, and enter the *Thisted Bredning*, on the N. bay of which is the picturesquely-situated **Thisted** *(Hôtel Royal; Hôtel Aalborg)*, a small trading-town with 5400 inhabitants.

A road (diligence daily) leads to the N.W. from Thisted, between *Vester Vandet* and the *Norssø*, to (10½ M.) the sea-baths of *Klitmøller* (Bath Hotel, fair), whence a visit may be paid to the (7 M.) great lighthouse of *Hanstholm* (fee 50 ø.; splendid view).

The Railway to Viborg traverses the W. part of the district of Thisted. — At (4½ M. from Thisted) *Sjørring* are the ruins of a castle, close to the line, on the right. To the right, beyond (9 M.) *Snedsted* and (12½ M.) *Hørdum*, lies the long and narrow *Ovesø*. — 17 M. *Bedsted;* 21 M. *Hurup*. Beyond (24 M.) *Ydby* the line runs along the narrow isthmus between the *Nissum Bredning* (on the right) and the *Skibsted Fjord* (on the left) to (29 M.) *Lyngs*. In the distance to the W. is the narrow *Thybo Røn Canal*, the W. opening of the Limfjord. 32 M. *Hvidbjerg;* 35½ M. *Uglev*. From (38 M.) *Oddesund Nord* a steam-ferry crosses the *Ottensund* or *Oddesund* (1½ M. broad), said to be named after the Emperor Otho the Great, who advanced to this N. point and hurled his spear into the sea. To the left is the island of *Venø*. — 39 M. *Oddesund Syd;* 41 M. *Humlum*.

45 M. **Struer** *(Schou's Hotel; Rail. Restaurant)*, a small place (2300 inhab.) on the Limfjord.

From Struer to Lunderskov, 125 M., railway in about 10½ hrs. (fares 14 kr. 75, 10 kr. 75, 6 kr. 75 ø.), skirting the W. coast of Jutland. — Principal stations: 15½ M. *Holstebro;* 20 M. *Vemb* (branch-line to *Lemvig*); 39 M. *Ringkjøbing*, near the sea-baths of *Sønder vig*. — 53½ M. **Skjern**, junction for Silkeborg (p. 370) and Aarhus (p. 370). — From (90 M.) **Esbjerg** *(Spangsberg; Royal)*, a steamer plies 3-5 times daily to the island of **Fanø**, visited as a bathing-resort. — 100 M. *Bramminge*, junction for *Hvidding* viâ *Ribe*, an old episcopal town, with a Romanesque cathedral of the 12th century. — 125 M. *Lunderskov*, see p. 366.

The train now skirts the S. bank of the Limfjord. 53 M. *Vinderup*. From (65 M.) *Skive* (Hôt. Gluds; 2500 inhab.) a branch-line runs viâ *Hyngore* to *Nykjøbing* on the island of *Mors*.

We next traverse a barren and monotonous region viâ *Høislev*, *Stoholm*, and *Sparkjær*, to (85 M.) **Viborg** *(Preisler's; Railway Hotel)*, an ancient town with 8400 inhab., picturesquely situated on the *Viborg-Sø*. The Romanesque **Cathedral*, dating from the 12th cent., and restored in 1863-76, is built of light-coloured granite. It contains the relics of King Eric Glipping, murdered in 1286. The *Borgevold Park* (Restaurant; boats) occupies the site of the ancient castle.

A pleasant excursion may be made hence to (4½ M.) *Hald*, a country-seat on the charming *Hald-Sø* (visitors admitted to the park on application); and thence by an aveuue on the left to the ruin of *Hald*. A pretty walk leads along the bank of the lake to the S.W., viâ *Bækkelund* (Inn) to *Dollerup*, with a factory for worsted goods. The hills command fine views.

88 M. *Rindsholm*, on a lake. From (90 M.) *Rødkjersbro* a diligence plies daily to Silkeborg (p. 370) in 3½ hrs. (2 kr. 10 ø.). — 100 M. *Bjerringbro;* 105 M. *Ulstrup*. — 110 M. *Langaa*, see p. 371.

INDEX.

The Swedish *ä*, the Norwegian *æ*, and the Swedish *å* are placed here immediately after the letter a, and the Swedish *ö* and the Norwegian *ø* after the letter o. But observe that in the Swedish and Danish or Norwegian dictionaries these diphthongs come at the end of the alphabet.

Aabergsbygd 51.
Aabergselv 51.
Aaboelv 107.
Aabogen 78.
Aabødal 94.
Aabrekke, Gaards 177.
Aadal, Store 158. 159.
—, Vesle 158.
Aadalen (Lake Spirillen) 47.
Aadalsbrug 74.
Aadalselv 24. 47.
Aadland 120. 103.
Aadlandsfjord 103.
Aaen 106.
Aagottind 198.
Aabeim 35.
Aahjem 167.
Aak, Gaard 194.
Aaken 56.
Aakernæsfjeld 184.
Aaklungen 33.
Aakre 99.
Aakrefjord 99.
Aakviknaver 219.
Aal 44.
Aalbæk 372.
Aalbergfjeld 210.
Aalborg 371.
Aalbu 272.
Aalen 76.
Aalesund 189.
Aalesundsaxla 189.
Aalfjeld 51.
Aalfjord 99.
Aalfot 175.
Aalfotebræ 174.
Aalfotefjord 175.
Aalholm 368.
Aalhus 171.
Aalhusbygd 171.
Aalsgaard 364.
Aalvik 104.
Aambo, Gaard 190.
Aamdal 190.
Aamlid 5.
Aamodt (Telemarken) 31.
Aamot (Drammenselv) 23.
Aamot (Østerdalen) 75.
— (Stardal) 172.
Aamotsdal 30.
Aamotselv 72.
Aandalsnæs 193.
Aaning 180.
Aanstad 57.
Aapaa-Elv 105.
Aaraksfjord 5.
Aarbodstind 231.
Aardal (Jølstervand) 171.
— (Sætersdal) 4.
— (Sognefjord) 135. 141.
— (near Stavanger) 93.
Aardalselv 135. 141.
Aardalsfjord (Sognefjord) 135.
— (Sætersdal) 4.
— (near Stavanger) 93.
Aardalsosen 93.
Aardalstangen 135.
Aardalsvand (Sognefjord) 142. 135.
Aardøla 142.
Aareberge 169.
Aare-Sæter 142.
Aarheimsfjeld 176.
Aarhus 370.
Aarlivold 73. 201.
Aarnæs 30. 78.
Aarø 192. 237.
Aarøholm 236.
Aarsethorn 190.
Aarstad 119.
Aarsten 229.
Aartun 94.
Aas 79.
Aasberg 40.
Aasdal 111.
Aasen (Nordmøre) 201.
— (near Sandefjord) 32.
— (Langsø) 370.
— (Eikisdal) 198.
Aasen-Sætre 59.
Aasenvand 170.
Aaserals Hotel 89.
Aashammeren 198.
Aasoren 56.
Aaspelifjeld 62.
Aasta 75.
Aavestrud 42.
Aaxlen 124.
Aborrebjerg 369.
Adelsö 315.
Adolfsberg 329.
Afdalsfos 142.
Åga 106.
Aggersund 372.
Aker 74.
Akers-Elv 11. 12.
Akersviken 64.
Akkasolki 237.
Akso-Javre 247.
Ala-Elv 52.
Alap 232.
Alatajokki 247.
Albano 312.
Albrektssund 85.
Alby 337.
Alden 166.
Alderen 220.
Aldern, Lake 337.
Alfarnæs 197.
Alfsvaag 229.
Alfvesta 256.
Algas-Varre 242.
Alingsås 272.
Alken 370.
Allinge 252.
Allmandbjerg 72.
Almåre-Stäket 318.
Almedal 262.
Almenningen 216.
Almindingen 122. 224.
Almklov 167.
Alnarp 253.
Alnas-Njarg 237.
Alnæs 195.
Alnösund 340.
Alsätra 327.
Alsensjö 338.
Alsike 319.
Alsmo 138.
Alstad 40.
Alstahoug 218.
Alsten 218.

Alten 238.
Alten-Elv 238. 246.
Altenfjord 237.
Altengaard 246.
Altenhus 237.
Alterhøi 195.
Altevand 232.
Altona 367.
Alvastra 275. 276.
Alverstrøm 126.
Amble 134.
Amblebugt 134.
Amblegaard 134.
Anarjokk 246.
Andorjø 231.
Andø 228.
Andvord 57. 148.
Aneby 278.
Angedal 170.
Angvik 201.
Ankarsrum 258. 280.
Anneberg 262.
Anneklef 255.
Apald 106.
Apalstø 36.
Apelsviksberg 261.
Apelvær 216.
Apenrade 366.
Aralden 166.
Arboga 328.
Arbogaå 328.
Arbrå 337.
Arctic Circle 220.
Arden 371.
Aremarks-Sjö 83.
Arendal 6.
Aringsås 256.
Arlöf 252. 253.
Arne 120.
Arnefjord 126.
Arnevaag 120.
Arnø (Lyngenfjord) 235. 237.
Arnøer (near Kunnen) 221.
Arrebuvand 38.
Arstad 222.
Arvidsvik 86.
Arvika 282.
Asbjørnnaase 138.
Asbrække Bro 124.
Ask 24.
Askelihoug 24.
Asker 21.
Askersund 278.
Askevik 175.
Askim 79.
Askø 119.
Askrike Fjärden 313.
Aslaksborg 30.
Aspedammen 83.
Aspen, Lilla and Stora 328.
Aspen, Lake 271.
Aspern 83.
Asplången, Lake 277.
Aspø 189.
Astafjord 231.
Atlas 326.
Atleø 166.
Atna 75.
Atnebro 75.
Atnedal 75.
Atneelv 67. 75.
Atnesjø 75.
Atne-Vand 67. 75.
Auerfjord 232.
Auflemsfjeld 176. 178.
Augedal 32.
Augsburgnibba 177.
Augunshaug 42.
Augvaldsnæs 98.
Auma 76.
Aune (Opdal) 72.
Auraelv 69. 199.
Aurdal, Nordre 50.
—, Søndre 48.
Aurdalsfjord 50. 51.
Aure 186.
Aurelv 57.
Aurestupe 199.
Aurland (Sognefjord) 133.
Aurlandsfjord 131. 133.
Aurlandselv 133.
Aurlandsvangen 133.
Aursjø 57. 70.
Aursnæs 186.
Aurstad 210.
Aurstadfjeld 210.
Aurstaupa 199.
Aursund-Sjø 76.
Austabottinder 142. 148.
Austbjerg 73.
Austdal, see Øverste Dal.
Avasaxa 248. 342.
Avcsta 336.
Axelvold 252.
Axenæs 103.
Axevalla Heath 272.
Axvall 272.
Ålfsbyen 340.
Ænæs 101.
Æri 56.
Åtraå 261.
Ævelsbræ 198.
Åby 260. 281.
Åhus 255.
Åkarp 253.
Åker 316. 319.
Åkersström 268.
Åkersvass 268.
Åklången, Lake 83.
Åland 336.
Ålkistan 312.
Ålleberg 272.
Ålsätra 327.
Ålsike 319.
Åmänningen, Lake 328.
Åmål 331.
Åmot 282.
Ånge 337.
Ångerman-Elf 339. 340.
Ånimskog 331.
Ånn 339.
Åre 338.
Åresjö 338.
Åreskutan 338.
Årnäs 261.
Årstavik 281.
Åsa 262.
Åsbro 278.
Åshammar 337.
Åskloster 261.
Åstorp 252. 253. 260.
Åsunden, Lake 274. 279.
Åtvidaberg 280.

Backa 262.
Baggensfjärden 313.
Baggetorp 273.
Bak 73. 202.
Bakke (Hardangerfjord) 103.
— (Nærøfjord) 132.
— (Ottadal) 70.
Bakkeberg 150. 151.
Bakkeelv 132.
Bakkefos 138.
Bakkehaug 232.
Bakken 28.
Baklandet 206.
Bak Yri 177.
Balangen 230.
Baldersnäs 283.
Balestrand 127.
Balholm 127.
Balingslöf 255.
Balonefjeld 104. 112.
Balsfjord 232.
Balstad 226.
Baltic Sea 309. 322. etc.
Bamle 28.
Bandak-Nordsjø Canal 34.
Bandakslid 36.
Bandaksø 36.
Bandaksvand 36.
Bandholm 368.
Bang 48.
Bangsund 209.
Bankeberg 278.
Bankeryd 274.
Bara 252.
Barbo 7.
Bardlingbo 326.
Bardudal 232.

Bardufos 232.
Barkaker 32.
Barkald 75.
Barkåkra 260.
Barken, Norra and Södra 328.
Barmø 167.
Barshøgda 133.
Barsnæsfjord 136.
Bastuträck 340.
Battenfjord 200.
Battenfjordsøren 200.
Bæckefors 84.
Bægna 24. 47. 111. etc.
Bægnadal 50.
Bækkelaget 79.
Bækkelund 373.
Bærrastølen 30. 110.
Bæverdal 62. 150. 151.
Bæverkjærn 151.
Bæverkjærnhals 151.
Bævertunsæter 151.
Bævertunvand 151.
Bævra 57. 148. 151.
Bålsta 326.
Bångbro 328.
Bånghammar 328.
Bårarp 261.
Bårekulle 260.
Båstad 260.
Beckaskog 255.
Bedsted 373.
Befring 172.
Befringsskar 171. 173.
Beian 200. 215.
Beierendal 219.
Beierenfjord 222.
Beierens Kirke 222.
Beisfjord 230.
Beiteln 131.
Beito 156.
Beitstadfjord 209.
Beljek 243.
Belt, the Great 366.
—, the Little 366.
Bengtfors 82.
Bennæs 177.
Bensjordtind 233.
Berakvamsgjel 133.
Berangsfjord 221.
Berdal 142.
Berdle 167.
Berg (Göta-Canal) 277.
— (near Fredrikshald) 80.
— (Sætersdal) 4.
Berge (Erdal) 181.
— (Fjærlandsfjord) 128. 131.
— (Fortundal) 147.
— (Storsjö) 338.
— (Sundalsfjord) 201.
Berge (Totakvand) 29.
Berge (Jostedal) 139.
Bergedal 131.
Bergeflot 107.
Bergeland 93.
Bergem 173.
Bergemsvand 173.
Bergen 112.
Bergenhus 116.
Berghulnæs 220.
Bergqvara 256.
Bergqvarasjö 256.
Bergsbrunna 317.
Bergsdal 147. 171.
Bergseng 65.
Bergset 138.
Bergsfjord 237.
Bergsgården 335.
Bergstad 180.
Bergsund, Gaard 47.
Berhelletjern 45.
Berle 167.
Berlevaag 243.
Bernstorff 361.
Bersbo 280.
Berstad 180.
Besaker 216.
Besegg 160.
Beshø 160.
Beshøbræ 161.
Beskadosfjeld 247.
Bessa 160.
Bessabu 30.
Bessaelv 29.
Bessæter 160.
Besserud 19.
Besstrandsæter 161.
Besstrands Rundhø 161.
Besvand 160.
Bettna 330.
Billeberga 252.
Billesholm 253.
Billingen 272.
Billingsdal 59.
Billingsfors 83.
Bindalen 217.
Bindalsfjord 217.
Birid 64.
Birkedalen 33.
Birkeland 103. 120.
Birkelansdalen 94.
Birkerød 362.
Biskopen 242.
Biskopen, Præsten, og Klokkeren 106.
Bispberg 336.
Bispen 194.
Bispevei 5. 36.
Bispgården 339.
Bistrup 371.
Bitdalselv 29.
Bitihorn 156.
Bjaa 6.
Bjældaadal 219.
Bjældaanæs 219.
Bjerges 326.
Bjergø 93.
Bjerkaaker 73.
Bjerke 188.
Bjerkehorn 188.
Bjerringbro 373.
Bjersgård 260.
Bjordal 126.
Bjoreia 110.
Bjorneroa 50.
Bjøberg 44.
Bjøllstig 46.
Bjølstad 67.
Bjøraanæsset 75.
Bjørdal 182. 190.
Bjøreia 141.
Bjørga 171.
Bjørgen 77.
Bjørheimsvand 93.
Björkberg 334.
Bjørke 188.
Björkholm 341.
Björkö 315.
Bjørktind 198.
Bjørn 219.
Björna 339.
Bjørnaa 219.
Bjørnaraa 5.
Bjørnbratbjerg 48.
Björneborg 283.
Bjørnebykset 106.
Bjørnefjord 100.
Bjørneklev 195.
Bjørnestegbræ 138.
Bjørnevand 5.
Bjørnhull 75.
Björnhyttan 328.
Björnlunda 281.
Bjørnsmoen 76. 73.
Bjørnstad 56. 64.
Bjørø 216.
Bjørsætfjeld 171.
Bjørumfjeld 216.
Bjuraa 218.
Blaabrædal 182
Blaaflaten 56.
Blaafjeld 130.
Blaafjeldbro 60.
Blaahorn 60. 187.
Blaahøger 71.
Blaahøi 151.
Blaamanden (near Bergen) 114. 118.
— (Kvalø) 233.
Blaaskavl 133.
Blaatind 193.
Blakjer 78.
Blæsevoldbakke 206.
Blæsterdalen 75.
Bleie 106.
Bleifjeld 26.
Blejan 134.

Blekinge 256.
Blekø 8.
Blomberg 183.
Bod 199.
Boda 283.
Bodal 127.
Bodarne 273.
Boden 340. 341.
Bodfjeld 199.
Bodjöedt 338.
Bodlenakken 135.
Bodø 221.
Boen 3.
Bogen 230.
Bogge 196. 197.
Bogø 230.
Bogstadvand 19.
Bohus 266.
Bohuslän 84. 266.
Bokenäs 85.
Bolgen i Kvernæs 201.
Bolhøvde 46.
Bolken 121. 104.
Bolkesjø 26.
Bollnäs 337.
Bolmen 256.
Bolmsö 256.
Bolsæt-Vand 172.
Bolsø 197.
Bolstad 137.
Bolstadsfjord 121.
Bonakas 244.
Bonddal 190.
Bonddalsnut 102.
Bondhus 102.
Bondhusbræ 102.
Bondhusvand 102.
Bondivand 21.
Borås 272.
Bordsjö 5.
Boren, Lake 277.
Borenshult 277.
Borgasnnd 329.
Borgen 19.
Borgenfjord 209.
Borghamn 276.
Borgholm 258.
Borgund (Lærdal) 55.
— (near Aalesund) 189.
Boris-Gleb 245.
Borlänge 332.
Bornholm 251.
Borre 32. 369.
Borrenøsi 53.
Borrevand 34.
Borup 365.
Boshaugen 96.
Bossekop 238. 246.
Bosjö 255.
Bosvand 6.
Botnedal 37.
Botnen (Fiksensund) 104.
— i Grungedal 38.
Botnet, Gaard 218.
Botnfjord 200. 230.
Botten (Røldalsvand) 96.
Bottensjö 271.
Bottnjnvkamb 142.
Boxholm 278.
Bø 7.
Böda 258.
Bødal 179.
Bødalsbræ 179.
Bødalsfjeld 179.
Bødalssæter 179.
Bøen 30.
Bøfjord 126.
Bøfos 56.
Bøgfjord 245.
Bøjum 129.
Bøjumsbræ 129.
Bøjumsdal 129.
Bølsæt 201.
Bømmelfjord 99.
Bømmelø 99.
Bönan 335.
Børfjeld 199.
Børkop 369.
Børlaug 44. 54.
Børøsund 228.
Börringe 251.
Børsvatnstinder 223.
Børte 37.
Børteheia 37.
Børteosen 37.
Børtevand 37. 6.
Børtnæs 42.
Børven 106.
Børvenut 106.
Bøverdal 150.
Braafjord 30.
Braane Sæter 133.
Brabrand 371.
Bragernæs 22.
Bragernæsaas 23.
Bragerø 22.
Brahehus 275.
Brakenæs 104. 112.
Bramminge 373.
Brandstad 201.
Brandvold 232.
Brasfjeld 245.
Brastad 84.
Bratland 96.
Bratlandsdal 96.
Bratlands-Elv 96.
Bratø 80.
Bratsbergklev 34.
Brattelid i Bykle 6.
Brattifjeld 232.
Brautesæt 190.
Bräcke 337. 339.
Brækegg 182.
Brække (Strynsvand) 180.
— (Sognefjord) 126.
— (i Møland) 7.
Brække (Vossestranden) 124.
Brækkefjeld 62.
Brækkenipa 125.
Brænden, Gaard 75.
Brændhaugen 68.
Brændhovd 135.
Brännarp 261.
Bræskar 155.
Brålanda 331.
Bråvik 280.
Bredevand 92.
Bredevangen 67.
Bredfond 97.
Bredheim 172.
Bredheimsdal 172.
Bredheimsvand 172.
Brediksfjeld 219.
Brednæs 131.
Bredsjö 332.
Bredsund 189.
Bredvik 6. 196.
Bregninge Kirke 367.
Breidablik 48.
Breidalseggen 59.
Breidalsvand 59.
Breifond 96. 40.
Breilaupa 157.
Breinæs 131.
Breistølen 44.
Breive 6.
Brejmaas 21.
Brelandsfos 170.
Bremanger 166.
Brengsnæssæter 178
Brettesnæs 227.
Breumsvand 172.
Brevik 7.
Brigsdal, or Briksdal, Gaard 178.
—, Glacier of 178.
Brigsdals-Elv 178.
Bringe 137.
Brinkebergskulle 278.
Brintbodarne 336.
Bro 326.
Brobakken 40.
Broddbo 336.
Broddetorp 272.
Brokefjeld 35.
Brokind 279.
Brotedal 58.
Brömsebäck 258.
Brömsebro 258.
Brønderslev 371.
Brønø 217.
Brønøsund 217.
Brøsterud 40.
Brøttum 65
Brøttun 207
Brubrøktinder 228.
Brudvik 121.
Brudviksnip 121.

Brudefølge 157.
Brummavand 42.
Brumunddalen 65.
Brunelid 29.
Brunflo 337.
Brunhemsberg 272.
Brunkeberg 31. 35.
Brunnbäck 336.
Brunneby 277.
Brunsberg 283.
Brunstad, Gaard 188.
Brunstadhorn 186.
Brurastolen 105.
Brurskanke 218.
Brurskarsknatte 161.
Brusesæter 54.
Bryggen 174.
Bryn 63.
Bu, Gaard 109.
Buar, Gaard 108.
Buarbræ 108. 102.
Bud 199.
Buene 131.
Bugøfjord 245.
Bugønæs 245.
Bugønæsfjeld 245.
Bukkehul 162.
Bukkelæger 159.
Bukken 100.
Bukkenfjord 91. 92. 98.
Bukkenø 98.
Bukøen 35.
Bundefjord 79.
Bnnken 372.
Bnnut 109.
Burderaas 22.
Burud 23.
Buskrednaase 137.
Busnæs 109.
Bussesund 243.
Bustetun i Odde 107.
Butle 326.
By 209. 73.
By-Elv 209. 331.
Byfjord 85. 113.
Bygdar-Elv 110.
Bygde-Elv 136.
Bygdin, Lake 156.
Bygdø 17. 20.
Bygland 4.
Byglandsfjord 4.
Bykle 5.
Byklestig 5.
Byna 73.
Byre 67.
By-Sjö 282.
Byske-Elf 340.
Byvalla 337.

Çacce-Suollo 244.
Cattegat 255.
Ceciliekrone 177.
Centraltind 148.
Charlottenberg 78. 282.
Charlottenlund 251. 361.
Christiania 9.
  Akershus 16.
  Ankerløkkens Gravlund 12.
  Antiquities, Northern 13.
  Art Union 15.
  Art-Indnstrial Museum 15.
  Bjørvik 8.
  Botanic Garden 17.
  Carl Johans Gade 11.
  Charles XIV.'s Statue 15.
  Christian IV.'s Statue 12.
  Coins, Cabinet of 13.
  Dampkjøkken 12.
  Diorama 11.
  Drammensvei 17.
  Eidsvolds-Plads 12.
  Ekeberg 18.
  English Church 11.
  Ethnogr. Museum 12.
  Frognersæter 19.
  Gamle Akers Kirke 16.
  St. Hanshaugen 16.
  Holmenaasens Sanatorium 19.
  Holmenkollen 19.
  Homansby 15.
  Hoved Banegaard 9. 11.
  Hovedø 16.
  Johanneskirke 15.
  Kampen 17.
  Kunstforening 15.
  Kunstindustri-Musæet 15.
  Library 13.
  Masonic Lodge 12.
  Mnseum of Art 13.
  National Gallery 14.
  St. Olafskirke 16.
  Oscarshall 17.
  Oslo 18.
  Palace 15.
  Pipervik 16.
  Post Office 10.
  Railway Stations 9.
  Schweigaard's Statue 12.
  Sculptnre Gallery 13.
  Slot 15.
  Steamers 9. 10.
  Storthings Bygning 12.
  Stor-Torv 12.
  Studenterlunden 12.
  Telegraph Office 10.
  Theatres 11. 12.
  Tivoli 11.
  Tourist Offices 10.
Christiania:
  Tramway 10.
  Trefoldigheds Kirke 16.
  University 12.
  Vessel's Monum. 12.
  Victoria Terrace 15.
  Vikings' Ships 13.
  Vor Frelsers Gravlund 16.
  Vor Frelsers Kirke 12.
  Wergeland's Statue 12.
Christiania-Fjord 8. 11. 19. 84.
Christiansand 2.
Christiansands-Fjord 3.
Christiansminde 367.
Christianstad 255.
Christiansten 206.
Christiansund 200.
Christineberg 334.
Christinehamn 283. 332.
Cimbrishamn 252.
Clästorp 281.
Conradsberg 309.
Copenhagen 343.
  Academy of Art 347.
  Alex. Newsky Chapel 355.
  Amagertorv 346.
  Amalieborg 355.
  Amalie-Gade 355.
  St. Annæ-Plads 355.
  Antiquities, Coll. of 352. 361.
  Arsenal 348.
  Art Hall 347.
  Art Museum (new) 354.
  Axelhus 346. 348.
  Bank 348.
  Baths 344.
  Bellevue 361.
  Bernstorff, chât. 361.
  Blind Asylum 355.
  Botanic Garden 354.
  Bredgade 346. 355.
  Cattle-Market 356.
  Cemeteries 356.
  Charlottenborg 347.
  Charlottenlund 361.
  Chemical Laboratory 354.
  Christiansborg 348.
  Christianshavn 348.
  Coins, Collec. of 352.
  Court Chapel 348.
  Custom House 355.
  Dansk Folkemuseum 356.
  Deaf and Dumb Asylnm 356.
  Dyrehave 361.
  English Chnrch 344. 356.

Copenhagen :
Engravings, Coll. of 352.
Environs 360.
Eremitage 361.
Esplanade 355.
Ethnographic Museum 352.
Exchange 348.
Exhibition of Industrial Art 356.
Fortifications 355.
Fortunen 361.
Frederiksberg Palace 356.
Frederikshaven 356.
Frederiks-Kirke 355.
— Hospital 355.
— Plads 355.
Friheds-Støtten 356.
Fruekirke 353.
Frue-Plads 353.
Gammeltorv 352.
Glyptothek 357.
Gothersgade 346.
Halmtorv 356.
Harbour 346.
Holmenskirke 348.
Hospitals 355.
Hotels 343.
Jacobsen's Sculpture Gallery 356.
Jægersborg 361.
Jesus-Kirke 360.
Kirsten Piils Kilde 361.
Klampenborg 361.
Knippelsbro 348.
Kongens Nytorv 346.
Lange Linie 356.
Law Courts 348.
Library, Royal 348.
Meteorolog. Institute 355.
Mineralog. Museum 354.
Moltke's Picture Gallery 355.
National Museum 352.
Naval Academy 355.
Nørre Boulevard 354.
Nørrebro 360. 362.
Nyboder 355.
Ny Carlsberg Glyptothek 357.
Ny-Gade 353.
Nyhavn 346.
Nytorv 352.
Observatory 354.
Ørsted Park 355.
Østergade 346. 353.
Palace Bridge 348.
Panopticum 356.
St. Paul's 355.
St. Peter's 353.
Copenhagen :
Picture Gallery, Royal 347.
Polytechnic School 355.
Post Office 344.
Prindsens-Palais 352.
Railway Station 343.
Rom. Cath. Chapel 355.
Rosenborg 354.
Round Tower 353.
Søndermarken 356.
Skoven 361.
Stables, Royal 348.
Statue of Christian IV. 354.
— of Christian V. 346.
— of Frederick V. 355.
— of Frederick VI. 356.
— of Frederick VII. 348.
— of Andersen 354.
— of Carstens 356.
— of Claussen 353.
— of Ewald 353
— of Hall 357.
— of Holberg 347.
— of Madvig 353.
— of Martensen 353.
— of Mynster 353.
— of Niels Juel 348.
— of Oehlenschläger 347.
— of Ørsted 355.
— of Schouw 353.
— of Suenson 355.
— of Tordenskjold 348.
— of Tycho Brahe 354.
— of Vessel 353.
— of Weyse 353.
Store Kjøbmagergade 354.
Store Kongensgade 346.
Steamboats 343. 361.
Surgeons' Hall 355.
Theatres 345. 347.
Thorwaldsen Museum 348.
Tivoli 345.
Tordenskjoldsgade 346.
Town Hall 352. 356.
Tramways 344.
Triangel 361.
Trinity Church 353.
University 353.
— Library 353.
Vimmelskaft 346. 353.
Vor Frelsers Kirke 348.
Vor Fruekirke 353.
Zoolog. Garden 356.
Zoolog. Museum 353.
Çorgas-Njarga 242.

Daanofos 68.
Daas-Elv 4.
Daasnæs 4.
Dagalien 40.
Daglösen 331.
Dal (near Eidsvold) 63.
Dalarne 332.
Dalarö 313.
Dalataarn 201.
Dalby (near Upsala) 319.
— (Skåne) 252.
Dale (Dalsfjord) 169. 175.
— (Lysterfjord) 137.
— (Maanelvdal) 28.
— (Osterfjord) 121.
Dalecarlia 332.
Daledal 137.
Dal-Elf 332. 334. 335. 336.
Dalen (Bandaksvand) 36.
— (Foldal) 75.
— (Jostedal) 138.
— (Lilledal) 201.
— (Lyngenfjord) 237.
Dalensæter 137.
Dalevaagen 121.
Dalsbø 201.
Dalselv 121.
Dalsfjord (Søndfjord) 169. 175.
— (Valders) 156.
— (Voldenfjord) 168.
Dalshest 169.
Dalskog 84.
Dalslands Canal 82. 331.
Dals-Sæter 66.
Damfos 34.
Damsgaardfjeld 114.
Danmark 317.
Dannemora 334.
Darbo 25.
Daugaard 369.
Daviken 174.
Daviksfjord 174.
Degerfors 283.
Degerhamn 258.
Degerön 278.
Deje 331.
Dellen, Södra and Norra 337. 340.
Delsbo 337.
Demelsviken 101.
Dettern 269.
Digermulen (Tanafjord) 242.
— (Vesteraalen) 227. 228.
Digermulkollen 228.
Digertind 218.
Digervarde 69.
Digrenæs 106.
Dilling 79.
Dingtuna 327.
Disenaaen 78.
Diserud 66.
Dispen 180.

Djefvulsklåva 85.
Djöbruk 256.
Djønne 109.
Djupdalsknappen 66.
Djupedal (Hedal) 43.
Djupvand 59.
Djupvaseggen 59.
Djupvashytten 59.
Djupvik 340.
Djurås 333.
Djurmoklack 333.
Djursholm 312.
Dokka (river) 50.
— (sæter) 147.
Dokkafos 147.
Dokken 48.
Dollerup 373.
Dolstens Cavern 168.
Domaas, or
Dombaas 69.
Domen 243.
Domma 151.
Dommabro 58. 151.
Dommeberg 274.
Domnarfvet 332. 333.
Domsten 174.
Dougstad 192.
Dovre 68.
Dovrefjeld 71.
Döda Fall 339.
Døgerfos 104. 112.
Døglefjeld 151.
Døle-Sølen 75.
Dønefos 182.
Døntefos 195.
Døsen 137.
Døviksfos 23.
Drag 230.
Drage 167.
Draget 78.
Dragseid 230.
Dragstind 216.
Drammen 22.
Drammens-Elv 22.
Drangedal 7.
Dravle-Vand 103.
Dregebo 169.
Dregebonipen 169.
Dreshula 66.
Driva 71. 72.
—, Ravine of the 72.
Drivstuen 72.
Dronning 185.
Dronningens Udsigt 21.
Dronninggaard 362.
Drontheim, see
Trondhjem.
Drotninghaug 186.
Drottningholm 314.
Drottviknæring 242.
Drøbak 8.
Drøia 77.
Drøilierne 77.
Drønnen 190.
Drøsjafos 52.
Dryllenøsen 157.
Dufed 338.
Dufnäs 313. 333.
Dufveheden 262.
Dukstad 123.
Dulsæter 137.
Duma 146. 150.
Dumhø 151.
Dunderlandsdal 219.
Duneggen 172.
Dnrmaalstind 237.
Duse 98.
Dvergsnæs 197.
Dybvik (Foldenfjord) 223. 229.
Dylma 55.
Dylta 328.
Dynnæsø 219.
Dyrdal 132.
Dyrdalsfjeld 132.
Dyreskard 39.
Dyrhaugsfjeld 148.
Dyrhaugstind 148.
Dyrnut 39.
Dyrø 231.
Dyrøsund 231.

Eckerö 315.
Ed 83.
Edane 282.
Edebäck 331.
Edefors 341.
Edland 38.
Ednafos 106.
Edø 200.
Edsberg 317.
Edsvalla 331.
Edsvik 312. 317.
Egge 173.
Eggedal 42.
Eggenibba 173.
Eggereid 122.
Eggesvik 222.
Eid (Romsdalsfjord) 193.
— (Trondhjems-Fjord) 208.
Eidanger 33.
Eidangerfjord 7. 33.
Eide (Fortundal) 146.
— (Hardangerfjord) 104.
— (Moldefjord) 196. 200.
— (Oldenvand) 177.
— (Sognefjord) 134.
— (Stadtland) 167.
Eidesnut 107. 108.
Eidet 77. 121.
Eidet-Sæterland 218.
Eidevik 169.
Eidfjord 109.
Eidfjordsvand 110.
Eidsaa 167.
Eidsberg 79.
Eidsborg 37.
Eidsborgaasen 37.
Eidsbugaren 154.
Eidsdalsfjeld 184.
Eidselv 34.
Eidsfjeld 40.
Eidsfjord (Sognefjord) 134.
— (Laxefjord) 242.
— (Nordfjord) 174.
Eidsfos 35. 172.
Eidsøren 201.
Eidsskog 78.
Eidsvaag 196. 197.
Eidsvand (Fortundal) 146.
— (Søndmøre) 184.
— (Trondhjems-Stift) 210.
Eidsvold 63. 74.
Eidsvoldsværk 63.
Eijerdal 134.
Eikedal, Gaard 103.
Eikedalsfos 103.
Eikedalsvand 103.
Eikefjord (Sognefjord) 126.
— (Søndfjord) 166.
Eikisdal 199.
Eikisdals-Elv 197.
Eikisdalsvand 198.
Eiksætre 147.
Eilandt 38.
Eimeheia 45.
Einabu 70.
Einingevik 100.
Einsætfjeld 109.
Eirisfjord 197.
Eirisfjordsøren 197.
Eiteraa 219.
Eitnæs 106.
Eitrheim 106.
Eivindvik 126.
Ejkrem 192.
Ekeberg 17.
Ekelidhøl 38.
Ekensberg 314.
Ekerø 90.
Ekersjø 25.
Ekersund 90.
Ekne 208.
Ekoln 319.
Ekolsund 326.
Ekolsundsvik 326.
Ekre 43.
Eksjö 259.
Eksund 280.
Eldal 128.
Eldalsøren 128.
Eldegaard 142.
Eldeholt 142.
Elden 209.
Eldre-Vand 44.

Eldsberga 261.
Elfkarleby 335.
Elfkarleö 335.
Elfsjö 281.
Elfsnabben 313.
Elfvisluss 268.
Elgarås 273.
Elgåfjord 282.
Elgenaafos 188.
Elgersheia 97.
Elí 202.
Ellefsmoen 44.
Ellidshøi 371.
Elmhult 256.
Elstadkleven 66.
Elvedal, Lille 75.
Elvegaard 230.
Elvenæs 245.
Elve-Sæter 150.
Elverum 74.
Emmaboda 257.
Enaelf 339.
Enafors 339.
Enare-Træsk 245.
Enerhaug 167.
Engelbrektsholm 329.
Engelholm 260.
Engelholmshamn 260.
Engelø 229.
Engelsberg 327.
Engelvær 229.
Engen i Støren 74. 77.
— (Engerfjeld) 22.
Enger 50.
Engerfjeld 22.
Engerodden 47.
Engervand 20.
Englefjeld 101.
Engum 149.
Enhörna 315.
Enköping 326.
Enna 221.
Enstad-Sæter 69.
Erdal 181. 109.
Erdalsbræ 139. 181.
Erdøla 181.
Erfjord 94.
Erikssund 319.
Erikstad 331.
Erlandsgaard 29.
Erlången, Lake 279.
Ertvaagø 200.
Ervalla 283. 328.
Esbjerg 373.
Eskildstrup 365.
Eskilstuna 330.
Eslöf 255.
Esp 202.
Espelandsfos 97. 108.
Espelandssæter 170.
Espelandsvand 112.
Espen 64. 106.
Esrom, Lake 363.
Essefjord 127.
Essingen, Lilla and Stora 314.
Etelhelm 326.
Etnaelv 50.
Etne 99.
Etne-Pollen 99.
Evanger 121.
Evangervand 121.
Evedal 257.
Evenbuvand 38.
Evje 4.
Exingdal 121.

Faaberg 66.
—, Gaard 139. 137.
Faabergstøl, Sæter 139. 58.
—, Glacier 139.
Faaborg 357.
Faarup 371.
Fagerås 283.
Fagerbottenvand 59.
Fagerdal 137.
Fagerlid 223.
Fagermo 223.
Fagernæs (in Valders) 51.
— (Ofotenfjord) 230.
Fagerstrand 28.
Fagersletnipen 169.
Fagersta 328.
Faldfjeld 228.
Faleide 176.
Falerum 280.
Falkenberg 261.
Falketind 154.
Falköping 272. 274.
Falnæs 98.
Falster 365. 368.
Falsterbo 251.
Falun 332.
Fanaraak 148. 152.
Fane 120.
Fanefjeld 120.
Fanefjord 196.
Fanestrand 192. 196.
Fanø 373.
Fantoft 120.
Fardal 130. 142.
Faret 4.
Fariselv 33.
Farisvand 33.
Farnæs 142.
Farodden 30.
Farstavik 313.
Farsund 89.
Farsnndebro 170.
Farvolden 30.
Faslefos 51.
Fastdalstind 236.
Faurskov 371.
Fauske 43.
Faxelf 338.
Faxtind 231.
Fæfor 67. 66.
Fællefjeld 173.
Fällforsen 339.
Fæmund-Sjø 76. 331.
Fæmundselv 331.
Färjestaden 258.
Fæstø 189.
Fårösund 326.
Fedde 90.
Feddefjord 89.
Feggesund 373.
Feiesten 90.
Feigumsfos 137.
Feiring, Bay of 64.
Fejos 130.
Fekjan 40.
Felden 175.
Fellingsbro 328.
Femsjøen 83.
Fennebnfjord 40.
Fennefos 4.
Festøj 189.
Fet 136.
Fetsund 78.
Fibelstad-Haugen 187.
Fibelstadnib 187.
Fiholm 330.
Fikkan 40.
Fiksensund 104.
Filipstad 331.
Fillefjeld 53.
Fillefjeldvand 54.
Fillingsvand 69.
Fimmersta 271.
Fimreite 130.
Fin 122.
Findø 93.
Finhals, Pass 163.
Finhalselv 163.
Finjasjö 255.
Finkirke, Store and Lille 242.
Finknæfjeld 218.
Finkongkjeilen 242.
Finkroken 235.
Finneidet 223.
Finnerödja 273.
Finsæt 199.
Finskog 331.
Finspong 280.
Firdafylke 166.
Fiskaaen 93.
Fiskebæck 365.
Fiskebäckskil 85.
Fiskeby 280.
Fisketjern-Sæter 45.
Fisktjernmo 219.
Fiskum 210.
Fiskumfos 210.
Fiskumvand 25.
Fisterfjord 93.

Fiva, Gaard 193. 194.
Fivelland 94.
Fjaagesund 35.
Fjäderägg 340.
Fjärås 262.
Fjære 99.
Fjærland 128.
Fjærlandsfjord 128.
Fjeldheim 48.
Fjeldsæter 206.
Fjeldsjø 29.
Fjeldvidde 43.
Fjeldvig 216.
Fjellbacka 85.
Fjøsanger 120.
Fjøseide 201.
Flaa 42. 35.
Flaam 133.
Flaamsdal 133.
Flaarenden 5.
Flaat 210.
Flaate 186.
Flaatebunut 38.
Flaathyl 38.
Flaathylelv 38.
Flaavand 35.
Fladberg 109.
Flade 372.
Fladsæt 201.
Flagan-Sjö 282.
Flagsund 229.
Flakstad 226.
Flakstadø 226.
Flangstad 7.
Flasnes 230.
Flatdal 30.
Flatdalsvand 30.
Flatebø, Gaard 103.
Flatebøgjel 104.
Flatekval 121.
Flatholm 90.
Flatmark 195.
Flädie 252.
Flæsefos 96.
Fläten, Lake 281.
Fleina 221.
Flekhøi 58.
Flekkefjord 90.
Flekken 150.
Flen 281. 330.
Flenjanaase 133.
Flenje-Eg 133.
Flensburg 366.
Flesberg 40.
Flesene 227.
Flesje 127.
Fleskedalselv 143.
Fleskedalssæter 143.
Flisby 278.
Flo 180.
Flo-Sæter, Øvre and Nedre 182.
Floda 271.
Floenvand 177.
Flofjeld 180.
Flohaug 137.
Flore 181.
Floren 208.
Florøen 166.
Flottbergsström 268.
Fløien 118.
Fløifjeld (Bergen) 114. 118.
— (Tromsø) 234.
Fløtatind 198.
Flötsund 319.
Flydal 60.
Flydalsbræ 60.
Flydalshorn 60.
Flydalsjuvet 60. 184.
Fodnæs 134.
Fodvang 66.
Fogelö 314.
Fogelsta 276. 278.
Fognø 93.
Foglavik 272.
Fogsaae 71.
Fogstuen 71.
Fogstuhø 71.
Folda 71.
Foldal 75. 201.
Foldenfjord (near Bodø) 229.
— (near Namsos) 216.
Folden-Sjø 216.
Foldø 93.
Folgefond 102. 108.
Follestaddal 190.
Folsjø 26.
Fondalsbræ 221.
Fondøla 138.
Foneklev 4.
Fonhusfjeld 48.
Formofos 210.
Formokampen 67. 68.
Fornæsdal 237.
Fornæstind 235. 237.
Forra 208.
Forradal 77.
Fors 337.
Forsaström 280.
Forserum 273.
Forsmo 339.
Forssa 340.
Forsvik 271.
Fortnn 146.
Fortundal 146.
Fortungalder 147.
Forvik 218.
Fosbakken 73.
Fosbraaten 51.
Fosdal 142. 178.
Fosen 215.
Fosheim 51.
Fosheim-Sæter 43. 51.
Fosheimfos 172.
Foslandsosen 216.
Fosli Hotel 41. 45. 110.
Fosmoen (Bardudal) 232.
Fosnæs 180.
Fosnæsbræ 62. 180.
Fossand 92.
Fossegaarden 66.
Fossen 138. 223.
Fossesæter 137.
Fossland 210.
Fossumvand 209.
Foxen 82.
Føglevand 172.
Førde (Førdefjord) 170.
— (Bredheimsvand) 172.
— (Østefjord) 188.
Førdefjord 170.
—, or Bredheimsvand 172.
Førdenip 170.
Førresvik 98.
Förslöf 260.
Frafjord 93.
Framnäs 311.
Framrusthovd 58.
Framrust-Sætre 58.
Frändefors 331.
Fredensborg 363.
Fredericia 366.
Frederiksborg (near Copenhagen) 362.
— (near Stockholm) 313.
Frederiksdal 362.
Frederikshavn 372.
Fredø 201.
Fredriksborg (near Christiania) 17.
— (near Stockholm) 315.
Fredrikshald 81. 84.
Fredrikssten 81. 84.
Fredrikstad 79.
Fredriksvand 58.
Fredriksværn 8.
Freibottenfjeld 135.
Frengstad 73.
Frengstuen 64.
Fresvik (Sognefjord) 131.
— (Sørfjord) 106.
Fresviksbræ 131.
Fretheim, Gaard 133.
Friersfjord 7. 33.
Friisenborg 371.
Friken 144.
Frillesås 262.
Frinnaryd 278.
Fritsla 261.
Frogner 63.
Frognerkilen 17.
Frognersæter 19.
Frosten 208.
Frostisen 230.
Frøjfjord 166.
Frøj-Ø 166.

Frøirak 4.
Frøisnæs 5.
Frøjsefos 182.
Frølandsdal 103.
Fröllinge 261.
Frøn 19.
Frøningen, Indre 134.
Frøningen, Ytre 134.
Frösö 338.
Frövi 328.
Frudalsbræ 131.
Fruholm 240.
Frustunasjö 281.
Frydenlund 50.
Fryken Lakes 283.
Fryksdal 283.
Fryksta 283.
Fuglem 207.
Fuglen 199.
Fuglesteg, Gaard 142.
Fuglnæs 238.
Fuglø 221. 235.
Fuglsætfjord 126.
Fünen 366.
Fure, Lake 362.
Furnes 65.
Furnesfjord 65.
Fursæt 200.
Furulund 223. 252. 341.
Furunipa 127.
Furusæter 105.
Fusefjord 120.
Fuske 223.
Fuskeeid 223.
Futesprang 136.
Fylleå 261.
Fyrisån 317. 319. 334.
Fyrisvand 36.
Fyssefos 131.

Gaalaa 67.
Gaaserenden 251.
Gaashopen 238.
Gaasvaaselv 217.
Gadd 340.
Gagnef 333.
Galdeberg 157.
Galdebergsfos 157.
Galdebergstind 157. 158.
Galderne, Gaard 55.
—, Gorge of 150.
Galdeshøi 149.
Galdhøer 148.
Galdhøpig 149. 150. 163.
Galgøften 210.
Galleberg 32.
Galterud 78.
Galtesund 6.
Gamla Upsala 332. 334.
Gamlebyvik 280.
Gamledalsfos 172.
Gammalkroppa 336.
Gammel Hestehave 367.
Gamvik 242.
Gangdalskavl 112.
Gangsø 174.
Garberg 201.
Gardmo 57.
Garen 41.
Gargiastue 247.
Garli 73.
Garlidsæter 46.
Garnæs 120. 208.
Garnsvik 317. 318.
Garsås 335.
Garshammer-Sæter 102.
Garthus 49.
Gartland 210.
Gartlandselv 210.
Gaukelid 38.
Gaupar 148.
Gaupne 137.
Gaupnefjord 136. 137.
Gausdal Sanatorium 66.
Gausdalsfos 183.
Gausnæs 185.
Gausta 28.
Gautistad 79.
Gavlfjord 229.
Gäfvunda 336.
Gällö 337.
Gålö 313.
Gåsevadholm 262.
Gåsö 85.
Gefle 335.
Geijersdal 331.
Geimo Javre 246.
Geiranger 61.
Geiranger Fjord 183.
Geislauselv 38.
Gelliwara 341.
— Dundret 341.
Gemla 256.
Genarp 252.
Genevad 261.
Gestrikland 337. 335.
Gesundaberg 334.
Getinge 261.
Getterö 261.
Ghirragas-Tjokko 231. 232.
Gibostad 231.
Gibøen 29.
Gide-Elf 339.
Gildeskaal 221.
Gildreskreden 136.
Gilleleie 364.
Gimmestad 175.
Gimnæs 201.
Gimsø 34. 227.
Gimsøstrøm 227.
Gisna 73.
Gissund 229.
Gistad 279.
Gjærtvasbøen 144. 165.
Gjærtvasbræ 165.
Gjærtvaselv 165.
Gjærtvasnaasi 144.
Gjærtvastind 144.
Gjærtvastop 145.
Gjedser 365.
Gjegnalund 175.
Gjegnalundbræ 175.
Gjeiteggen 132.
Gjeiteryggen 128.
Gjeitfjeld 207. 210.
Gjeitfjeldtind 183.
Gjeitfondegg 183.
Gjeitfos 183.
Gjeithorn 186.
Gjeithø 148.
Gjeithus 142.
Gjeitsdal 138.
Gjeitsdøla 138.
Gjeldedalstind 143.
Gjelle, Gaard 142.
Gjellefos 142.
Gjellumvand 21.
Gjelsten 190.
Gjende, Lake 159.
Gjendeboden 158.
Gjendebrynet 157.
Gjendemsfjeld 199.
Gjendeosen 160.
Gjendesheim 160.
Gjendetunge 158. 159.
Gjentofte 362.
Gjerde 102. 177.
Gjerdeaxele 177.
Gjerdet 138.
Gjerkelandsegg 183.
Gjermundbro 24.
Gjermundnæs 192.
Gjermundshavn 101.
Gjersætvatn 197.
Gjessingen, Sæter 147.
Gjesvær 240.
Gjetenyken 173.
Gjeteryggen 46.
Gjethus 23.
Gjetsjø 41.
Gjødingsbæk 58.
Gjølland 372.
Gjøra 72.
Gjørven 179.
Gjøse 92.
Gjøvik (Mjøsen) 64.
— (Ulfsfjord) 235.
Gjul 201.
Gjuvaa 29.
Gjuveland 29.
Gjuvsjø 29.
Gjuvvand 149.
Gjuvvashytte 149.
Glaama 149.
Glafsfjord 282. 331.
Glan, Lake 277. 280.
Glengshølen 80.
Glimmingehus 252.

Glimsdal 149.
Glimsdalsfos 161.
Glipsfjeld 134.
Glitra 163.
Glitteregg 181.
Glitterhø 58. 59.
Glittertind 163.
Glomfjord 221.
Glommen (river) 74. 78. 79. etc.
Glomnæs 180.
Glomsdal 180.
Gloppen 175.
Gloppenfjord 172. 175.
Gloptind 161.
Glostrup 364.
Gnesta 281.
Goalsevarre 236.
Goatzagaise 235.
Godegård 278.
Godø 189. 222.
Godøsund 100.
Godthab 361.
Godtlandsmyr 76.
Gogsøren 198.
Gogstad 32.
Gokkeraxelen 163.
Gokkerdal 163.
Gokra 163.
Gokraskard 163.
Gol 43.
Golborre 236.
Gole Sæter 66.
Golsbakker 43.
Golzevaggegaissa 237.
Gonäs 328.
Gorsten 199.
Gorsvand 97.
Gorsvingane 97.
Gotenburg 262.
Gotland 322.
Gotopfjeld 128.
Gottenvik 277.
Gottorp 366.
Görväln 318.
Gössäter 272.
Göta Canal 271. 273. 276. 277. 279. etc.
Götaelf 86. 263. 266. 269. etc.
Göteborg 263.
Graahellerfjeld 104.
Graakallen 206.
Graamandsheia 3.
Graanaase, Store 134.
Graasiden 121.
Graauren 72.
Graddis 220.
Grafverna 85.
Grafversfos 281.
Gramskaret 206.
Grande 183.
Grandsherred 27.
Graneimfjord 51.
Grankulla 258.
Granum (Randsfjord) 64.
— (Spirillen) 47.
Grasdalsegg 60.
Grasdalsskar 60.
Gratangenfjord 231.
Grauthorn 183.
Gravahals 133.
Gravaune 72.
Gravdal (near Bergen) 119.
— (Jotunheim) 145.
Gravdefos 195.
Gravehals 112. 122.
Gravenfjord 104.
Gravens-Kirke 104. 123.
Gravensvand 104. 123.
Gravfjord 231.
Gravfos 23.
Grænge 368.
Grängesberg 328. 332.
Gräsberg 332.
Græsholm 8. 230.
Gråkarlen 276.
Greaker 80.
Grebbestad 84. 85.
Grebstad 172.
Greby 85.
Gredung 139. 181.
Gredungsbræ 139. 181.
Gredungssæter 181.
Gredungsstøl 139.
Grefvie 260.
Greisdal 369.
Grenaa 371.
Grenen 372.
Grenna 275.
Gribskov 362.
Gribsø 362.
Grillby 326.
Grimelund 19.
Grimenvand 120.
Grimestad 104.
Grimo 105.
Grimsnut 104.
Grimsøigjel 55.
Grimstad 6.
Grimstorp 256.
Grindaheim 52.
Grindalsnibba 60.
Grindefjeld 43. 52.
Grip 200.
Gripenberg 278.
Gripsholm 315.
Grisletjern 159.
Grjotaa 163.
Grjotlid 59.
Grjotlidsvand 59.
Grodaas 181.
Grong 210.
Grootevje 35.
Grorud 63.
Grotaafjeld 58.
Grotli 59.
Grove 122.
Grovebræ 171.
Grovfos 95.
Grønbakken 72.
Grøndal 69. 171.
Grøndøla 43.
Grønfur 181.
Grøning 128. 171.
Grønlien 219.
Grønneberg 158.
Grønnebergstjern 158.
Grønneskredbræ 138.
Grønø 221.
Grønsætre 69.
Grønsdal 108.
Grønsdalselv 108.
Grönskulle 256.
Grøtdalstind 190.
Grøtø 229.
Grøtsund 235.
Grøttingbrætten 75.
Grøvdal 194.
Grøvnæbba 201.
Grufsjö 334.
Grums 331.
Grundfjord 230.
Grundingsdal 30.
Grundset 75.
Grundskallen 227.
Grundsund 85.
Grungedal 38.
Grungedalsbygd 29.
Grungedalsvand 38.
Grunken, Gaard 43.
Grut 73.
Grycksbo 335.
Grytereidsnib 177.
Grythyttehed 331.
Grytø 231.
Grytten 193.
Gubbelaadal 220.
Gndaa 208.
Gudbrandsdal 45. 65.
Gudbrandsgaard 45.
Gudenaa 371.
Gudvangen 132.
Gula (Sognefjord) 169.
— (Trondhjems-Fjord) 73. 77.
Gulbraa 127.
Guldæple 127.
Guldborgsund 368.
Guldhav 232.
Guldholmen 244.
Guldkroken 272.
Guldsmedmoen 4.
Guldsmedshyttan 328.
Gulefos 77.
Gulekop 181. 182.
Gulenfjord 126. 166.
Gulfjeld 120.

Gullbergs Vass 266.
Gullbrandstorp 261.
Gullholmen 85.
Gullmarsfjord 85.
Gullö 267.
Gullspång 283.
Gnlosen 77.
Gulsætdal 130.
Gulset 201.
Gulskogen 23.
Gulsvik 42.
Gunvordbræ 130.
Gunvorddal 131.
Guolaçærro 232.
Gurifjeld 38.
Gurskø 168.
Gusiaas 196.
Gnsselby 328.
Gustafsberg (near Stockholm) 313.
— (near Uddevalla) 85.
Gustafsfors 82.
Gnstafs Tuna 336.
Gnttormsgaard 40.
Gutvik 216.
Gygrerøva 104.
Gyranfisen 47.
Gyrihaug 21. 24.

Haahjem 177.
Haajen 238.
Haakedal 28.
Haakenæsfjeld 28.
Haalandsosen 94.
Haanungbro 54.
Haare 96.
Haarstad 73.
Habo 274.
Haddorp 278.
Hadeland 49.
Hadersleben 366.
Hadselfjord 227.
Hadsteen 371.
Hadsnnd 371.
Hafsfjord 90.
Hafslo 136.
Hafslovand 136.
Hafstad 170.
Hafstadsætre 170.
Haga (near Stockholm) 312.
— (on the Glommen) 78.
Hagby 258.
Hagestad 112.
Hajstorp 271.
Halbrand 170.
Halbrandsfos 170.
Hald 373.
Haldi 237.
Haldsø 373.
Halland 260.
Hallandsås 260.
Hallandsfos 5.
Halleberg 269.
Hallingdal 42. 44.
Hallingdalselv 42. 44.
Hallingskarv 45.
Hallingskeiet 46. 122.
Hallö 85.
Hallsberg 273. 329.
Halmstad 261.
Halnebottner 45.
Halsenø 99. 217.
Hamar 64.
Hamburg 367.
Hamlegrøvand 104.
Hammarby 317.
Hammel 371.
Hammer 230.
Hammeren 252.
Hammerfest 238.
Hammernæs 219.
Hammerø 230.
Hammerøtind 230.
Hammersættinder 186.
Hammersbøen 40. 44.
Hamnskärs Fyr 86.
Hamrehei 3.
Hamsa 59.
Hanæs 199.
Hanekamb 105.
Hanenip 120.
Hanestad 75.
Hankabakken 223.
Hankø Kystsanatorium 80.
Hannæs 373.
Hannesø 220.
Hanø 228.
Hanspikje 58.
Hanstholm 373.
Haparanda 342.
Haraldshaug 98.
Haralds-Støtte 98.
Haramsø 190.
Harbaken 243.
Hardanger Fjord 100.
Hardanger Jøkul 109. 111.
— Vidda 111. 30. 41. 44.
Hardbak 216.
Hardbakhul 216.
Hardbakken 71.
Hardegsæter 69.
Harefos 245.
Hareid-Kirke 189.
Hareidland 168. 189.
Harevoldsnipa 128.
Hargshamn 335.
Harnäs 335.
Harpefos 67.
Harplinge 261.
Harstad 230.
Harstensund 81.
Haslev 365.
Hasselager 370.
Hasselfors 283.
Hastaberg 331.
Hasvik 238.
Hatviken 120.
Haugaasgjel 138.
Haugenaase 138. 139.
Haugene (Sognefjord) 134.
Haugenøset 138.
Haugesund 98.
Haugfos 178.
Haugmælen 135.
Haugnaase 135.
Haugnæs 218.
Haugs 174.
Haugsfos 23.
Haugsund 23. 25.
Haugum 210.
Haukaas 103.
Hauka-Elv 73.
Haukedal 169. 171.
Haukedalsvand 171.
Haukeland 119. 120.
Haukelandsvand 120.
Haukeli-Sæter 38.
Haururn 371.
Haus 120. 174.
Hausadn 138.
Hausafjeld 134.
Havnen 200.
Havnevik 197.
Havningberg 243.
Havnuæs 175. 232.
Havnø 218.
Havnvik 231.
Havø 240.
Havøsund 240.
Havshølfos 146.
Häckeberga 252.
Hægedal 4.
Hægenæs Hotel 155.
Hægerland 96.
Hägersten 314.
Hægge (Østre Slidre) 155.
Hæggefjord 155.
Hægheimsfjeld 173.
Hæksfjeld 27.
Hällungen 85.
Hæstad 169.
Hästbo 337.
Hästholmen 275.
Hästveda 255.
Hættaparti 121.
Håfverud 83.
Håkantorp 269.
Hållsta 330.
Håtunaholm 318.
Heberg 261.
Heby 336.
Hedal (Spirillen) 47. 48.
— (Østre Slidre) 67.
Hedalsfjord 156.
Hedehusene 364.
Hedemarken 64.

Hedemora 336.
Heden 341.
Hednoret 340.
Hedstensnuten 97.
Heen 24. 47.
Hegg (Lærdal) 54.
Hegge, Gaard 218.
Heggedal 21.
Heggeim 201.
Heggen 23.
Heggenhaugen 64.
Heggestøl 31. 29.
Heggurdalstind 184.
Hegre 208.
Heilhorne 216.
Heilstad 217.
Heilstugegg 59.
Heilstuguaa 162.
Heilstugubræ 162.
Heilstuguhø 162. 160. 163.
Heilstuguvand 61.
Heimdal 73. 77. 202.
Heimdalsvand 59.
Heldal 120.
Helevand 43.
Helgasjö 256.
Helgeå 255.
Helgedal 165.
Helgedalselv 165.
Helgedalssæter 148. 166.
Helgeland 217.
Helgenæs 95.
Helgeø 64.
Helgheim 171.
Hell 208.
Helland 190.
Helle i Hyllestad 5.
— (Numedal) 40.
Hellebæk 364.
Hellefors 332.
Helleforsnäs 330.
Hellefos 23.
Hellekis 270. 331.
Hellemofjord 230.
Hellerfos 162.
Hellertjærn 162.
Hellerup 362.
Hellesæterbræ 178.
Hellesylt 182.
Helsan 259.
Helsingborg 259.
Helsingland 335. 337.
Helsingør 363.
Helsingvand 43.
Helvedesfos 4.
Helvedeshøl 65.
Helvetesfallen 268.
Helvetesfos 136.
Helvik 99.
Hemberg 122.
Hemmestveit 31.
Hemnæs 219.
Hemre 133.
Hemse 326.
Hemsedal 43.
Hemsedalsfjeld 44.
Hemsedals-Kirke 43.
Hemsila 43.
Hen 24. 194.
Henjum 130.
Hennan 337.
Henningsvær 227.
Herand 104.
Herdal 184.
Herdalsvand 184.
Hereid 141.
Hermanö 85.
Hermansværk 130.
Hernösand 340.
Herøen (Hardanger) 99. 101.
— (Søndmøre) 168.
Herre 122.
Herrevadskloster 260.
Herrevand 152.
Herrgaardsbakken 33.
Herrhult 331. 336.
Herrljunga 272.
Hervasbrui 152.
Heslabro 43. 44.
Hesselby 318.
Hessen 189.
Hessleholm 255.
Hestbræpiggene 150. 57.
Hestebræ 136.
Hesteklevfos 97.
Hesthammer 104.
Hesthaug 194.
Hestholmen 197.
Hestkjærsfyr 199.
Hestmandsø 220.
Hestnæsfos 132.
Hestnæsøren 175.
Hesttjern 161.
Hestvolden 157.
Hildal 108.
Hildalsfos 108.
Hildehalsen 175.
Hillerhøi 145.
Hillerød 362.
Hillestad 136.
Himingen 27. 28.
Himlaå 261.
Himle 261.
Himmelbjerg 370.
Himmeltinder 227.
Hindby 251.
Hindfly 161.
Hindø 227. 230.
Hindsæter 57.
Hinnerup 371.
Hirsdal 23.
Hisfjord 103.
Hisø 6.
Hitterdals Kirke 27.
Hitterdalsvand 30. 27.
Hitterelv 76.
Hitteren 200.
Hjafos 93.
Hjælmodal 110. 111.
Hjælmoelv 110.
Hjærdal 30.
Hjærsjø 30.
Hjærtø 229.
Hjelland 8.
Hjelle 58. 62. 180.
Hjellebotn 209.
Hjelledal 58.
Hjellehydna 180.
Hjellø 79.
Hjellum 74.
Hjelmaren, Lake 329.
Hjelmeland 93. 95.
Hjelmø 240. 245.
Hjerkin 71.
Hjerpen 338.
Hjerpströmm 338.
Hjertdal, see Hjærdal.
Hjerterudssund 83.
Hjertnæs 32.
Hjessan 275.
Hjo 272. 276.
Hjortdal 182.
Hjorteskar 182.
Hjørring 371.
Hjortsbøi 370.
Hjørundfjord, see Jørundfjord.
Hjøsenfjord 93.
Hoaasnæbba 72.
Hobro 371.
Hoburg 326.
Hodnaberg 104.
Hodnsæter 133.
Hodnsnipe 133.
Hoejm 198.
Hoejmfjeld 198.
Hoejmtind 198.
Hoel, Gaard 73.
Hof, Gaard 128.
Hofsfos 24.
Hofslund 130.
Hofsnæbba 201.
Hogga 35.
Hogrending 179.
Hohøi 371.
Hoje 276.
Hojheim 137.
Hoijumsvarp 268.
Hokstad 208.
Hol (Hallingdal) 40. 45.
Holaker 69.
Holandsfjord 221.
Holatinder 57.
Holaveden 278.
Holbæk 365.
Holden 34.
Hole 61. 194.
Holefos 184.

Holgruten 55.
Hollændernæs 232.
Holle 362.
Holmbjerget 208.
Holmedal 169.
Holmedals-Elv 169.
Holmefjeld 181.
Holmen (near Drammen) 22.
— (Lysefjord) 92.
— (Slyngsfjord) 185.
— (near Stavanger) 91.
Holmenaasens Sanatorium 19.
Holmenkollen 19.
Holmenuten 39.
Holmestrand 32.
Holmevand 128.
Holmö 340.
Holmsund 340.
Holmsveden 337.
Holoklump 210.
Holsanden 208.
Holsæt 69.
Holsen 171.
Holsenvand 170.
Holsfjord (Tyrifjord) 20.
— (Hallingdal) 44. 45.
Holstebro 373.
Holtaalen 77.
Holte 7.
Holten 134.
Holvik 29.
Homme (Sætersdal) 5.
— i Treungen 36.
Hommelvik 207.
Homo 210.
Hompedalskulen 138.
Hompedalssæter 138.
Hondalsnut 122.
Honningsvaag 241.
Honstad 201.
Hop 120.
Hope 175.
Hopen 227.
Hoperstad 127.
Hopseid 242.
Hopsfjord 242.
Horgheim 195.
Horken 133.
Horn 279.
Hornbæk 364.
Hornborgasjö 272.
Horndal 337.
Hornedal 194.
Hornelen 167.
Hornindal 181.
Hornindalsrokken 182.
Hornindalsvand 174. 181.
Hornø 243.
Hornslet 370.
Hornsnakken 181.
Horntind 53.
Hornvik 240.
Horpedalen 129.
Horre 96. 40.
Horrebrækkene 96.
Horreheia 39. 96.
Horsens 396.
Horsevik 169. 128.
Horten 8. 32.
— (Jotunheim) 150.
Hortskarmo 217.
Horungen 69.
Horunger 143. 144. 147.
Hoslemo 6.
Hou 370.
Hougsrud, Gaard 48.
Hougsund 23. 25.
Houlberg 371.
Hov 50. 77.
Hove (Gudbrandsdal) 67.
— (Slyngsfjord) 185.
— (Sognefjord) 127.
— (Stadtland) 167.
Hovedgaard 370.
Hovedø 8.
Hovin (Guldal) 77.
— (Tinsjø) 28.
Hovland 106.
Høfde-Sæter 40.
Høgan-Aas 56.
Høganaase 134.
Höganäs 260. 364.
Høgdebrattet 161.
Høgehøi 169.
Høgen 372.
Høgerbotten-Sætre 58.
Høgerbottenvand 58.
Høgevarde 42.
Høgfjeld 47.
Högfors 327.
Høgfos 36.
Högklint 326.
Högkullen 270.
Høgronden 75.
Høgsfjord 92.
Högsjö 273.
Högsrum 258.
Høgstueløfte 159.
Høgvagel 162.
Høgvageltjærne 162.
Høidalsmo 31.
Høidalsvand 151.
Høiholmstinder 218.
Høilandet 210.
Høiskarsnut 133.
Høislev 373.
Høistakka 157. 158.
Høistulen 161.
Høitind 222.
Højaas 24.
Højangerfjord 126.
Höjeå 253.
Hökedalen 83.
Høl, Gaard 110.
Høle 92.
Hølefjord 92
Høleraa 48.
Høleslid 92.
Høljabakfos 142.
Høljabakken 142.
Høljeratsbro 50.
Høllandsfos 94.
Hønefos 24.
Hönsäter 270.
Hønsene 131.
Hör 255.
Hörby 255.
Hørdum 373.
Hörk 328.
Hörken, Norra and Södra 332.
Hørning 370.
Hörningsholm 278.
Hørsand 74.
Høvelfjord 45.
Høvik 20.
Høvringen, Sæter 68.
Huddinge 281.
Hudiksvall 340. 337.
Hugakolle 52.
Huglen 220.
Huldrefos 170.
Hullekolle 48.
Hulsig 372.
Hultsfred 258. 280.
Humlebæk 362. 363.
Humledal 20.
Humlum 373.
Hummelfjeld 76.
Hummersberg 8.
Hun 210.
Hundebunden 80.
Hundefos 96.
Hundsendvand 43.
Hundsfos 4.
Hundshammer, Gaard 136.
Hundsjø-Fjeld 71.
Hundsøret 102.
Hundvaagø 98.
Hundviksfjord 175.
Hunneberg 269.
Hunner 66.
Hunnerfos 66.
Hunselv 64.
Huntorpe, Gaard 67.
Hurum 52.
Hurup 373.
Husdal 105.
Huseløø, Gaard 130.
Husnæs 99.
Husnæsfjord 99.
Husqvarna 274.
Hustad 190.
Hustadsnæset 188.
Husum (Lærdal) 55.
Hvalen 245.

Hvaløer 84.
Hvalstad 21.
Hvellinge 251.
Hven 363.
Hvidbjerg 373.
Hvidding 373.
Hvideseid 35.
Hvidesjø 35.
Hvidhøfd 52.
Hvitingfos 26.
Hvitingsø 98.
Hvitkua 197.
Hyby 252.
Hyefjord 175.
Hyen 175.
Hyldal 94.
Hylen 94.
Hylland 133.
Hyllandsfos 31.
Hylledalsklint 369.
Hyllestad 5.
Hylsfjord 94.
Hylsskar 94. 96.
Hyngore 373.

Idefjord 80. 81. 84.
Ifösjö 255.
Igla 73.
Ihlen 206.
Ildjarnstad 43. 47.
Ilfos 150.
Ilseng 74.
Ilvand 147. 165.
Ilvasnaase 165.
Indalself 338. 339.
Inderdal 201.
Indfjord 193.
Indre Dale 175.
— Dalen 194.
— Eide 184.
— Frøningen 134.
— Haugen 182.
— Kvarø 220.
— Samlen 104.
— Saude 94.
— Sulen 166.
— Vigten 216.
— Yri 177.
Indselsæter 168.
Indstesæter 45.
Indviken 175.
Ingø 239.
Inset 73.
Insjön 333.
Invikfjord 175.
Isberg 106.
Isdal 111.
Isdalsvand 111.
Ise 79.
Isfjord (Nordfjord) 175.
— (Romsdalsfjord) 194.
Ishaug, Vetle and Store 111.
Isidalen 20.
Ismanstorp 258.
Istad 196. 201.
Isterdal 185. 194.
Isterfos 185.
Istind 231. 232.

Jaastad 106.
Jacobselv 245. 246.
Jacobselvs Kapel 245.
Jadki 238.
Jagta 188.
Jakobbakadn 129.
Jakobsberg 326.
Jamsgaard i Vinje 29. 31.
Jarfjord 245.
Jarfjordbunden 245.
Jarlsberg 32.
Jäder 330.
Jæderen 90.
Jäders Bruk 328.
Jægersborg 361.
Jægervandstind 235.
Jæggevarre 237.
Jælsø 94.
Järbo 337.
Järnafjärden 281.
Jævenæs 189.
Jeilo 40. 45.
Jelben 133.
Jelle 180.
Jelsø 94.
Jemtland 337. 338.
Jen-Elv 73.
Jensvold 76.
Jerfsjö 337.
Jerfva 312. 317.
Jerkin 71. 75.
Jerkinshø 71.
Jerle 328.
Jerna 281.
Jerngruben 27.
Jernlunden 279.
Jernmölle 261.
Jernvike 261.
Jersingnaasi 146.
Jertind 237.
Jerup 372.
Jesijavre 246.
Jesjokk 246.
Jetta 68.
Joberg 32.
Jodkajavre 246.
Johan-Jerkinshytte 72.
Jokkmokk 341.
Jomfrubraaten 18.
Jomfrnland 7.
Jonanæs 103.
Jondal (Hardangerfjord) 103.
— (near Kongsberg) 26.
Jondalsbræ 103.
Jonsered 271.
Jonsknut 26.
Joranger 136.
Jordal (near Odde) 107.
— (near Stalheim) 125.
— (Sundalsfjord) 201.
Jordalsnut 107. 124. 132.
Jordbrække 6. 32.
Jordbro, Gaard 219.
Jorddalsdal 128.
Jorddalsnipa 128.
Jostedal 137. 138.
Jostedalsbræ 125. 137. 138. 139. 171. 172. 174. 179. 181.
Jostedals-Elv 137.
Jotunheim 139.
Jøkelfjeld 237.
Jøkelfjord 237.
Jøklevand 103.
Jøkuleggen 44.
Jølbro 62.
Jølster 171.
Jølsterelv 170. 171.
Jølstervand 171.
Jönköping 273.
Jønshorn 188.
Jörn 340.
Jørundfjord 188.
Jøsedal, Gaard 97. 99.
Jøsenfjord, see Hjøsenfjord.
Jübek 367.
Judeberg 93.
Juelsminde 370.
Jukam 48.
Jukasjärvi 342.
Jularbo 337.
Julaxel 199.
Jul-Sø 370.
Julsund 199.
Jungfru Cliff 276.
Junkersdal 220.
Junkersdalsgaard 220.
Juratind 194. 198.
Jnteberg 93.
Jutulelv 56.
Jutulhugget 75.
Juvbræ 148.
Juvo 95.
Juvvand 149. 152.
Juvvasshytte 149.
Jyderup 365.
Jygrafjeld 171.

Kaagø 237.
Kaagsund 237.
Kaalaas 96.
Kaardal, Gaard 112. 133.
Kaasa 28.
Kaaven 237.
Kabelvaag 227.
Kaggefos 23.

Kaggeholm 315.
Kaholmen 8.
Kaldafjeld 124.
Kaldhusbakker 184.
Kaldhus Sæter 59. 185.
Kaldvatn 182. 188.
Kaldvella 72.
Kalixelf 341.
Kalken 201.
Kallandsvand 120.
Kallebodstrand 346.
Kallefjeld 96.
Kallevaag 166.
Kallevasheia 38.
Kallundborg 365.
Kalmar 257.
Kalmarsund 257.
Kalø 370.
Kalskraatind 195.
Kalstad 66. 73.
Kalursæter 59.
Kalvaag 166.
Kalvaahøgda 157. 161.
Kalvedal 119.
Kammerherre (Jotunheim) 152.
Kamnæsfjeld 232.
Kamphamre 58.
Kapellbackar 285.
Kappadal 133.
Karasjok 246.
Karasjokka 246.
Karesuando 247.
Karlberg 317.
Karl-Johansværn 8.
Karlsborg(LakeWettern) 271.
— (near Söderköping) 277.
Karlsby 782.
Karlshamm 256.
Karlskoga 283.
Karlskrona 257.
Karlsø 235.
Karlsöar 326. 323.
Karlstad 283.
Karlsten 86.
Karmø 98.
Karmsund 98.
Karpalund 255.
Karsjö 337.
Kasberg 83.
Kassefors 261.
Kastnæshavn 213.
Katrineholm 281. 83. 273.
Kattarp 260.
Kattegat 259. 372.
Kattenak 178.
Kaupanger 134.
Kautokeino 247.
Källviken 335.
Kärfsta 340.
Karingberg 333.
Kärrgrufvan 327.
Kärringö 85.
Kærseimsdal 192.
Kågeröd 252.
Keilhaustop 149.
Keiseren Pass 165.
Kengis Bruk 248.
Kersö 314. 318.
Ketkisuando 248.
Kexisvara 248.
Kiberg 243.
Kiel 334.
Kihlangi 248.
Kil 283. 331.
Kilafors 337.
Kile (Kilefjord) 4.
— (Voldenfjord) 175.
Kilebrekvand 167.
Kilefjord (Sætersdal) 4.
— (Søndmøre) 175.
Kilefos 132.
Kilen, Gaard 137.
Kiliknappen 66.
Killeberg 255.
Kilsberg 273.
Kilsbotn 132.
Kilsmo 273.
Kinda Canal 279.
Kinnekulle 270.
Kinnerodden 242.
Kinne Viken 270.
Kinservik 105.
Kirke (Jotunheim) 145.
Kirkebø (Hemsedal) 43.
— (Hvidesjø) 35. 31.
— (Sognefjord) 126.
Kirkeglup 145.
Kirkenæs (Hardanger Fjord) 105.
— (Syd-Varanger) 245.
Kirkenibbe 180.
Kirkestøl 54.
Kirkestuen 66.
Kirkesund 85.
Kirketag 194.
Kirketjærne 145.
Kirkevaag 227.
Kistebunuten 38.
Kistefjeld 232.
Kistrand 241.
Kittis 248.
Kivik 252.
Kjælatind 38.
Kjælavand 38.
Kjærnhulstind 161.
Kjærring 167.
Kjærringø 229.
Kjætnæs 223.
Kjedelen 149.
Kjeftinge 252.
Kjeipen 166. 127. 187.
Kjelda 45.
Kjeldal 35.
Kjeldhaug 101.
Kjelkenæs 166.
Kjelling 222.
Kjelstad 182.
Kjelstadli 182.
Kjelvik 241.
Kjendalsbræ 179.
Kjendalskrona 179.
Kjendalssand 179.
Kjeø 229.
Kjerag 93.
Kjeringtind 218.
Kjernfjeld 220.
Kjeungen 215.
Kjosen 235.
Kjostinder 236.
Kjøbenhavn, see Copenhagen.
Kjøbsvig 230.
Kjødepollen 167.
Kjøfjord 245.
Kjøge 365.
Kjøivingfjeld 28.
Kjølberg 44.
Kjølbergs-Elv 79.
Kjølen 68.
Kjøllefjord 242.
Kjøndalsfos 107.
Kjøs 181.
Kjøsbunden 181.
Kjøsnæsfjord 171.
Kjøsnebb 181.
Klagegg 172.
Klagerup 252.
Klagstorp 251.
Klampenborg 361.
Klana 171.
Klar-Elf 269. 283. 331. etc.
Klästorp 281.
Klefstad 67.
Kleivafos 61. 184.
Klengfjeld 72.
Klenshyttan 332.
Klepsæter 122.
Kleve 196.
Klevelfos 60.
Kleven (Hemsedal) 43.
— (Mandal) 89.
Klevene (Rundal) 122.
Klevstuen 20.
Klinkenberg 66.
Klintehamm 326.
Klippan 260.
Klitmøller 373.
Klockgropsbacke 334.
Kloksegg 187.
Klopkjærn 23.
Klosterelv 245.
Klosterfjord (Hardangerfjord) 99.
— (Sweden) 261.
— (Syd-Varanger) 245.

Klosterfos 34.
Klosterø 98.
Klostret 272.
Kloten 328.
Kløften 63.
Kløvdalseid 190.
Kløve (Vossestranden) 122.
Kløven (Solbergfjord) 231.
Klubben (Jostedal) 139.
— (Mälaren) 314.
Klungenæs 197.
Klypenaasi 147.
Knifsta 317.
Knivebakkesæter 137.
Knivsflaa 183.
Knivskjær-Odden 240.
Knøskanæs 240.
Knudsdal 182.
Knutby 322.
Knuthenborg 368.
Knutshø 72.
Knutshul 157.
Knutshulstinder 159. 157.
Knutsvik 94.
Kobberbergs-Elv 27.
Kobberdal 219.
Kobbervik 98.
Kobberviksdal 32.
Kobbervolden 31.
Kobberyggen 232.
Kockenhus 260.
Koksvik 201.
Kolaas 190.
Kolaastind 190.
Kolarelv 131.
Kolbäck 327. 329.
Kolbäcksså 327.
Kolbeinsdal 59.
Kolbeinsthveit 195.
Koldedalstind 154.
Koldedalsvand 144.
Koldedøla 144. 155.
Kolding 366.
Kollandsö 270.
Kolmården 281.
Kolnaase 138. 147.
Kolsaas 8. 20.
Kolsnaren 273.
Kongen 194.
Kongens Udsigt 21.
Kongsberg 25.
Kongsfjord 243.
Kongsgrav 218.
Kongshavn 18.
Kongshavnfjeld 238. 246.
Kongshøi 130.
Kongslid, Gaard 232.
Kongsmo 210. 216.
Kongstrøm 47.
Kongsvand 130.
Kongsvinger 78.
Kongsvold 72.
Konradsberg 309.
Koö 86.
Kopervik 98.
Koppang 75.
Kopparberg 328.
Kopparklint 268.
Kornsø 83.
Korpikylä 342.
Kors 195. 209.
Korsdal 103.
Korsfjord 100.
Korsnäs (Falun) 335.
Korsnæs (Stavanger) 100.
— (Tysfjord) 230.
Korsnæstind 228.
Korsødegaard 64.
Korsør 366.
Kortfors 283.
Koskats 341.
Kosterfjord 85.
Kostveit 29. 31.
Kotsøien 77.
Kovstulheie 30.
Kölsjön 328.
Köping 328.
Köpmannabro 83. 331.
Kraaen 120.
Kraakmo 230.
Kraakmotind 230.
Kraakstad 73. 79.
Kragerø 7.
Krapperup 260.
Kravik, Gaard 40.
Kravikfjord 40.
Krækjahytten 45.
Krækjastubben 45.
Krækjavande 45.
Krekling 25.
Kringlen (Gudbrandsdal) 67.
— (Dalsfjord) 169.
Krogegg 132.
Krogene 100.
Krogkleven 20.
Krogskog 24.
Krogsnnd 21.
Krokan 29.
Kroken 139.
Krokhaugen 75.
Krokom 338.
Krona 23.
Kronborg 363.
Krondal (Jostedal) 138.
Kronebræ 179.
Kronen 138.
Kronoberg, Castle 257.
Kronobergslän 256.
Krosboden 151.
Krosfjæren 112.
Krøderen 42.
—, Lake 42.
Krødsherred 42.
Krösekulle 272.
Krusenberg 319.
Krylbo 336. 327.
Kukkola 342.
Kulla Gunnarstorp 260.
Kullen, Promontory 260.
Kullsveden 336.
Kumla 329.
Kungsängen 326.
Kungsbacka 262.
Kungsgården 335.
Kungsgrotta 267.
Kungshamn 319.
Kungshatt 314.
Kungsör 329.
Kunnen, Promontory 221.
Kupefjeld 170.
Kupenaava 172.
Kurö 315.
Kuttainen 247.
Kvaal 77.
Kvale 137.
Kvalehøgda 52.
Kvalenæs 106.
Kvalø 233.
— (Hammerfest) 238.
Kvalvaag 222.
Kvalvig 226.
Kvam (Gudbrandsdal) 67.
— (Øifjordsvand) 110.
Kvamfjeld 177.
Kvamfos 110.
Kvamme 54.
Kvammebro, Nedre 55.
Kvammen 201.
Kvamshest 169.
Kvamsklev 52.
Kvamsø 127.
Kvandal 179. 139.
Kvandalsbræ 139.
Kvandalsbro 60.
Kvandalsfjeld 169.
Kvandalsfos 60.
Kvannefos 51.
Kvarø, Indre 220.
Kvarven 100.
Kvashoved 104.
Kvæfos 146.
Kværnaa 59.
Kværneelv 138.
Kværnhusfjeld 179.
Kvenangfjord 237.
Kvenangstinder 237.
Kvenne Heia 96.
Kvernæs 201.
Kvidholmsfyr 199.
Kvig, Gaard 224.
Kvikne 67. 73.
Kvildal 96.
Kvindherred 101.
Kvindherreds-Fjord 101.
Kvinesdal 90.
Kvisberg 66.

Kvissel 372.
Kvistgaard 363.
Kvistvik 201.
Kvitegg 187.
Kvitelvedal 187.
Kvitevarde 129.
Kvitingskjølen 163.
Kvitlenaava 59.
Kvitnaa 106.
Kvitnæs 228.
Kvittind 224.
Kvivdalssætre 182.
Kviven 182.
Kyllej 326.

Laagen 8. 25. 32. 40. 41. 65.
Laagelidbjerg 41.
Laaland 368.
Lahrofos 26.
Lade 207.
Ladnijaure 247.
Ladvik 126.
Lafjeld 176.
Lagaå 261.
Lagmansholm 272.
Laholm 260.
Lakensjø 29.
Laksevaag 119.
Laleid 96.
Lamhult 256.
Land 49.
Landegode 224.
Landskrona 252.
Landsværk 30.
Langaa 371.
Langbrekken 185.
Langdal (Geiranger Fjord) 185.
Langedal (Aardalsvand) 142.
— (near Bergen) 120.
— (Bygdin) 157.
— (Nordfjord) 173.
— (Sognefjord) 131.
Langedalsbræ 157.
Langedals-Sæter 157.
Langedalstjern 157.
Langefondsæter 30.
Langegg 59.
Langeid 5.
Langeland (Denmark) 368.
— (Søndfjord) 170.
Langelandsvand 170.
Langen 76.
Langenæs 229.
Langesæter (near Faleide) 176. 181.
— (Sognefjord) 128.
Langeskavle 155. 157.
Langeskov 366.
Langesund 7.
Langesunds Fjord 7.
— Kreppa 7.
Langevaag 99.
Langevand 61.
Langfjord (Altenfjord) 237.
— (Bøgfjord) 245.
— (Moldefjord) 197. 196.
— (Tanafjord) 242.
— (near Tromsø) 235.
Langglupdal 75.
Langlete 77.
Langø 228.
Langskibsø 186.
Langsø 370.
Langvand (Jotunheim) 162.
— (Ranenfjord) 219.
— (Sulitelma) 223.
Langvasaxeln 59.
Langvatn 162.
Langviken 17.
Laphullet 219.
Larslund 330.
Laskestad 230.
Lauedal 182.
Lauedals-Sætre 182.
Lanedalstinder 182.
Langen, see Laagen.
Lauparen 185.
Laurberg 371.
Laurdal (Bandaksvand) 31. 36.
— (Søndmøre) 175.
Laurgaard 68.
Laurvik 32. 8.
Laurviksfjord 8. 32.
Laushorn 183.
Lauva 163.
Lauvhø 163.
Lavangnæs 231.
Laven 370.
Laxå 273. 283.
Laxefjord 242.
Laxen, Lake 83.
Lægdeelv 132.
Lægervand 59.
Lännerstasund 313.
Læra 54. 135.
Lærdal 54. 135.
Lærdalsfjord 134.
Lærdalsøren 134.
Læreim 197.
Långås 261.
Långbansände 336.
Långbanshyttan 336.
Långholm 314.
Långsele 339.
Leangen 207.
Leheshy 242.
Leckö 270.
Lee 82. 83.
Leelången, Lake 82.
Leerfjord 229.
Legernæs 192.
Legreidsvand 45.
Leikanger 130.
Leines 229.
Leira (Hardanger) 45.
— (Jotunheim) 150.
Leirdal 145. 150.
Leirhø 163.
Leirmo 138.
Leirmohovd 138.
Leirungsbræ 161.
Leirungsdal, Øvre 161.
Leirungsvand 161.
Leirvand 145.
Lekanger 130.
Lekø 216.
Leksand 333.
Lekve 112.
Lemegg 134.
Lemundsjø 57.
Lemvig 373.
Lenna 322.
Lenæs 7.
Lennartsfors 82.
Lennartsnäs 318.
Lennheden 333.
Lepsø 100. 168. 190.
Ler 77. 210.
Lerhäck 278.
Lerberg 371.
Lereim 197.
Leren 207.
Lerfos 207.
Lerum 271.
Lervik (Hardanger) 99.
— (Sognefjord) 126.
Lesjekirke 69.
Lesjeskogen 69.
Lesjeskogen-Vand 69.
Lesjevand 69.
Lesjeværk 69.
Lesjöfors 336.
Letsjö 337.
Leufsta 335.
Leurodal 224. 341.
Levanger 208.
Lexviken 208.
Li 184.
Liabræ 146.
Liabygd 185.
Liadalshorn 190.
Liadalsnibba 183.
Liatorp 256.
Liavand 58.
Liaxlen 139.
Lid, Gaard 69.
Lidingö 313.
Lidköping 270.
Lidland 230.
Lien 64. 96.
— Sæter 139.
Lier 21.

Lifjeld (Siljordsvand) 31. 30.
— (Slyngsfjord) 185.
Ligga 341.
Lihest 126.
Likkafjeld 232.
Likkavarre 232.
Liljeholmen 281.
Lilla Edet 268.
— Essingen 314.
— Wärtan 313.
Lille Elvedal 75.
— Finkirke 242.
— Klint 369.
— Mauket 252.
— Molla 227.
— Rjukanfos 36. 38.
— Sø 370.
— Standal 188.
Lilledal 201.
Lilledalsegg 182.
Lillehammer 65.
Lillehest 170.
Lillehove 67.
Lillerød 362.
Lillesand 6.
Lilleskog 269.
Lillestrømmen 63. 78.
Lilletun 110.
Limfjord 371. 372.
Linajækna 224.
Linde 328.
Lindebrække 105.
Lindesnæs, Cape 89.
Lindfors 331.
Lindhult 261.
Lindome 262.
Lindø 8.
Lindsheim 58.
Lindvik (Strynsvand)180.
Linesø 216.
Lingbo 337.
Linge 185.
Linghem 279.
Lingsfos 146.
Linköping 278.
Lis 261.
Lisæter 26.
Lisætre (Leirdal) 150.
Liselund 369.
Listad 67.
Lister 89.
Listølsbræ 138.
Lithen, Lake 338.
Liverud 40.
Ljån 79. 18.
Ljånsæter 18.
Ljone 96.
Ljonevand 96.
Ljøen 183.
Ljøenbakker 183.
Ljøfjeld 183.
Ljung 277.
Ljunga-Elf 340.
Ljungå 337.
Ljungskile 85.
Ljusdal 337.
Ljusne-Elv 337.
Lodalsbræ 139.
Lodalskaupe 179. 139. 181.
Lo-Elf 18.
Loen 176.
Loenvand 178.
Lofald 169.
Lofos 52.
Lofoten Islands 224.
Lofotodden 226.
Lofö 318.
Loftesnæs 134.
Loftet 146. 150.
Lofthus 105.
Logavand 89.
Logen 95.
Lohals 368.
Loka 331.
Lokkaren 216.
Loksund 99.
Lom 57.
Lomen 52.
Lomma 252.
Lommijaur 224. 341.
Lomsegg 150.
Lomshorung 57. 70.
Lonstrup 371.
Løgren 176.
Loppen 237.
Lora-Elv 69.
Lorafjeld 69.
Losna, Lake 66.
Lotefos 97. 108.
Lotevand 108.
Lougen, see Laagen.
Lovardalsskard 142.
Lovunden 220.
Løbsaas 221.
Löddeå 255.
Lødemel 181.
Lødingen 230.
Löfholm 282.
Löfsta 335.
Löftaå 262.
Løfthøi 69.
Løgstør 373.
Løgten 370.
Løiten 74.
Løkedal 104.
Løkelandshest 169.
Løken 52.
Løkenfos 177.
Løkkens Kobberværk 73.
Løkø 237.
Løksund 228.
Løkten 219.
Lønæs, Gaard 223.
Løne 123.
Lønefos 123.
Lønehorge 122. 123.
Lønesdal 220.
Lørsnæs 237.
Løsning 369.
Løstegaard 43.
Løstsæter 142.
Løveid 34.
Løvheim 30.
Løvnaasi 148.
Løvstaken 114. 119.
Lübeck 364.
Ludvika 332.
Luleå 341.
Lule-Elf 341.
Lummelund 326.
Lund (near Malmö) 253.
— (Foldenfjord) 216.
Lundarvand 123.
Lundby 326. 365.
Lunde, Gaard 171. 176.
—, Church of 35.
—, Glacier of 171.
Lundebygd 169.
Lundefaret 35.
Lundemo 77.
Lunden, Gaard 130.
Lunderdal 57.
Lunderskov 366. 373.
Lundeskar 129.
Lundevand 90.
Lundø 230.
Lundsgrønen 169.
Lungegaardsvand 114.
Lungö-Fyr 340.
Lurø 220.
Lusahouge 144. 145.
Lyderhorn 114. 119.
Lygner, Lake 262.
Lygren 126.
Lykkja 43.
Lyngby 362.
Lyngdalselv 89.
Lyngen 236.
Lyngenfjord 236.
Lyngholmen 98.
Lyngør 7.
Lyngs 373.
Lyngsdal 237.
Lyngseidet 236.
Lyngstuen 236.
Lyngvær 227.
Lysaker 20.
Lyse 21. 92.
Lysebunden 92.
Lysefjord 92. 100.
Lysekil 85.
Lysekloster 100.
Lysesø 100.
Lysheia 4.
Lysterfjord 135.
Lysthus i Hitterdal 27.
Lystrup 370.

Maabø 110.
Maabødal 110.
Maabøvand 110.
Maalselven 232.
Maalselvsdal 232.
Maalsnæs 232.
Maandal 193.
Maan-Elv 28.
Maaraadal 61.
Maaraa-Elv 61.
Maaren 126.
Maasø 240.
Maassund 240.
Madevarre 244.
Madvik 183.
Magalaupet 72.
Magerø 241.
Magerøsund 241.
Magnor 78.
Makur 243.
Malangenfjord 231.
Malde 92.
Male 123.
Malmagrønsnaaven 124.
Malmangernut 101.
Malmen 258.
Malmö (Skåne) 250.
— (island) 85.
Malmø (Mandal) 89.
Malstrøm 226.
Malung 336.
Malvik 207.
Mandal 89.
Mandalselv 89.
Mandseid 167.
Mantorp 278.
Maradalsbræ 144. 147.
Maradalsfos 143. 198.
Maradalsnaasi 143.
Maradalstinder 148. 147.
Mardøla 198.
Margretehill 335.
Mariager 381.
Maribo 368.
Maridalsvand 19.
Marieberg 309.
Mariedam 278.
Mariefred 315.
Mariehof 277.
Marienborg 207.
Marienlyst 364.
Mariestad 270. 273.
Marifjæren 136.
Maristuen 54.
Marka Kyrka 272.
Marma 335.
Marok 183.
Marsaafos 180.
Marslev 366.
Marstenfyr 100.
Marstrand 86.
Marsvinsholm 251.
Martedal 137.
Masi 247.
Masnedø 365.
Masnedsund 365.
Matarengi 342.
Matfors 340.
Matsjok 244.
Mattmar 338.
Maurangerfjord 101.
Maursæt 41. 45.
Maurstadeid 174.
Mälaren, Lake 309. 314. 281. 289. etc.
Mæl 28.
Mælkevold 177.
Mælkevoldsbræ 177. 178.
Mällby 255.
Mälsåker 316.
Männikö-Koski 245.
Mæraak 183.
Märsta 317.
Måseskär 85.
Medelpad 337.
Medevi 276.
Mehavn 242.
Meheia 27.
Mehus 95. 111.
Meienfjeld 6.
Meierdal 185.
Meisen 131.
Melaanfos 104.
Meland 180.
Melbo 227.
Meldalen 73. 201.
Melderskin 101.
Melfjord 221.
Melheimsnibben 178.
Melhus (near Trondhjem) 77.
— (Gaard, in the Flaamsdal) 133.
Melhus-Sæter 133.
Melkedal 164.
Melkedalsband 164.
Melkedalsbræ 155.
Melkedalspigge 155.
Melkedalstind 164.
Melkedalsvand 164.
Melkedøla 158. 164.
Melkehullerne 164.
Mell 128.
Mellansel 339.
Mellansjö 337.
Mellem-Vigten 216.
Mellene 155.
Mellerud 84. 331.
Mellösa 330.
Melø 221.
Melsdal 101.
Melshorn 190.
Melsnipa 128.
Melsvand 123.
Mem 277.
Memuruboden 160.
Memurubræ 160.
Memurudal 160.
Memuruelv 160.
Memurutinder 160. 163.
Memurutunge 159.
Menæs 128.
Meraker 208.
Meringdal 198.
Meringdalsnæbba 198.
Merok, see Marok.
Mesna 65.
Messetind 231.
Middagsberg 132.
Middagshaugen (Aardal) 135.
— (Romsdal) 195.
Middagshorn 187.
Middagsnib 178.
Middelfart 366.
Midnæshamer 142
Midtdalsløifti 146.
Midtdyr Ruste 39.
Midtet 197.
Midtfjeld 31.
Midtgaarden 36.
Midtlægersæter 39.
Midtmaradal 148.
Midtmaradalsbræ 148.
Midtmaradalsskar 148.
Midtsæter 101.
Midtunbro 120.
Mieå 256.
Mifjord 190.
Mikaelshul 34.
Mindresunde 180.
Minne 63. 64.
Minnesund 64.
Mirebø, Gaard 195.
Misund 190.
Misværfjord 223.
Mjælla 30.
Mjell 128.
Mjelvafjeld 193.
Mjölby 278.
Mjølnir 194.
Mjøndalen 23.
Mjörn, Lake 272.
Mjøsen, Lake 63.
Mjøsstrand 29.
Mjøsund 231.
Mjøsvand 29. 30.
Mo (Børtevand) 37.
— (Ranenfjord) 219.
— (Søndfjord) 170.
Modum 23.
Moelven 65.
Moen (Aardal) 142.
— (Gudbrandsdal) 67.
— (Lysterfjord) 137.
— (Maalselvsdal) 232.
— i Sel 68.
— (near Sulitelma) 211.
Mogelifos 109.

Mogelinut 109.
Mogen i Høidalsmo 31.
— (Mjøsvand) 29.
Moheda 256.
Moholm 272.
Moland 36.
Molandssæter 37.
Molaup 188.
Molaupsfjeld 188.
Molde 191.
Moldefjord 191.
— (Stadtland) 167.
Moldehei 191.
Molden 136.
Moldestad 173.
Moldjord, Gaard 222.
Moldøen 167. 174.
Molkom 331.
Molla, Lille and Store 227.
Mollesjokstne 246.
Mollösund 85.
Mon 83.
Monge, Gaard 195.
Mongefos 195.
Mongegjura 195.
Mongjel Ødegaard 149
Monsbuheia 45.
Mogfyr 199.
Mora 334.
Mora Noret 335. 334.
Morastenar or
Mora Stones 317.
Morgedal 31.
Morgongåfva 336.
Mork 58.
Morkadøla 142. 143.
Morka-Koldedal 143.
Morkollen 48.
Mormorsgrufvan 280
Mors 373.
Morshyttan 337.
Morstøl 194.
Mortas 247.
Mortensnæs 244.
Mosakselen 218.
Mosås 329.
Mosbø, or
Mosby 4.
Mosebø 30.
Mosjøen 217. 218.
Mosken 226.
Moskenæs 226.
Moskenæsø 226.
Moskenstrøm 226.
Moss 79. 8.
Mossesund 79.
Mossø 370.
Mostadhaugen 169.
Mosterhavn 99.
Mosterø 98. 99.
Mostorp 261.
Motala 276. 277. 278.
Motalaström 276. 280.
Motala Verkstad 277.
Movatten 170.
Möckeln, Lake 256. 283.
Möckleby 258.
Møen 369.
Møfalsskardene 109.
Møgeletun 110.
Møland 7.
Mölle 260.
Møllendal 119.
Møllerholm 22.
Mølmen 69. 196.
—, Sæter 69.
Mölnbacka 331.
Mölnbo 281.
Mölndal 262.
Mölndalså 262.
Mörby 312.
Mørk 181.
Mørkadalselv 124.
Mørke 370.
Mørkedal 44.
Mörkeklef 270.
Mørkereid 137.
Mørkereidsdal 137. 58.
Mørkesvikfjord 229.
Mörkö 278.
Mørkved 210.
Mörsill 338.
Mørstafjord 156.
Møsadel 227.
Mösseberg 272.
Muggedalselv 48.
Mugnatind 156.
Muldal 185. 195.
Muldalsfos 185.
Mule i Vinje 31.
Mullsjö 274.
Mullskräerna 276.
Mulskreddal 182.
Mulsvorhorn 182.
Mundal 129.
Mundelstrup 371.
Mundheim 101.
Munfjord 230.
Munkebjerg 369.
Munkeg 128.
Munken 276.
Munkevoldsfjeld 72.
Munkfors 331.
Munkholm 207. 318.
Munksjö 273.
Munktorp 328.
Munsö 315.
Muonioelf 247.
Muoniokoski 248.
Muonioniska 247.
Muoniovara 247. 248.
Muradn-Sæter 142. 145.
Muran-Sæter 145.
Murjek 341.
Musken 230.
Muskö 313.
Mustad 64.
Musubyttsæter 58.
Myklandsdal 172.
Myklebostad 171. 173. 197. 229.
Myklemyr 138.
Mykletveitvet 121.
Myrdalsfos 103.
Myrdalsvand 101.
Myrhedan 340.
Myrhorn 138.
Mysen 79.
Myssu-Sæter 75.
Myten 138.
Mytings-Sæter 150.

Naae 106.
Naalene (Nærodal) 125.
Naaversæter 163.
Nadviken 135.
Nagløren 136.
Nakkehoved 361.
Nakkerud 24.
Nakskov 368.
Namsdal 210.
Namsenelv 210. 216.
Namsenfjord 216.
Namsos 216.
Napstrøm 226.
Naustdal 174.
Nautefos 132.
Nautgarstind 161.
Naven 73.
Näcken, Lake 281.
Nälden 338.
Näldsjö 338.
Nærbø 90.
Nærø 216.
Nærødal 132.
Nærødalselv 124. 132.
Nærøfjord 131.
Nærønæs 131.
Nærstrand 93.
Nærstrandsfjord 93. 95.
Næs (near Aarnæs) 78.
— (Hallingdal) 42.
— (Lake Krøderen) 42.
— (Langfjord) 197.
— (near Levanger) 208.
— (Lysterfjord) 137.
— (Mjøsen) 64.
— (Randsfjord) 50.
— (Romsdal) 193.
— (Spirillen) 47.
— (Suldalsvand) 96.
— (near Upsala) 319.
Næsaxlen 193.
Näsbo 275.
Næsbø 46.
Næsbødal 46.
Næsbøgalder 46.
Näsby 315.

Næsdal 172. 179.
Næse 126.
Næselv 51.
Næset 126.
Näsfjärden 318.
Næsflaten 96.
Næsheim 127.
Næsheimshorgen 123.
Næsland 37.
Næsmoen 47.
Näsnaren 273.
Næsodden 79.
Næsodtangen 8.
Næsseby 244.
Næsset 75. 196.
Näsjö 256.
Nässundet 336.
Näsviken 337.
Næva, the 73.
Næverdal 73.
Nævernæs 218. 224.
Nebbedal 186.
Nedansjö 340.
Nedberge 133.
Nedenæs 4.
Neder-Kalix 341.
Nedingen 259.
Nedreaal 45.
Nedre Berg 167.
Nedredal 201.
Nedre Edefors 341.
— Floden 180.
— Holmen 19.
— Holn 83.
— Jerfva 312.
— Langeidvand 38.
— Lid 138.
— Nadden 328.
— Støl 185.
— Vand (Salangen) 232.
— — (Vattenbygden) 223.
— Vasenden (Gravensvand) 123.
— — (Jølstervand) 171.
Nedribø 93.
Nedstryn 179.
Nedsttun 120.
Neergaarden (Maalselvsdal) 232.
— i Aamli 36.
Neglinge 313.
Nelaagfjord 7.
Nelhammar 280.
Neraal 45. 40.
Nerdal 201.
Nerebø 5.
Nerike 273.
Nesdalen 55.
Neslenib 177.
Nestun 120.
Nestved 364.
Netland 103.
Neumünster 367.
Neva 336.
Neverfjeld 66.
Nevlunghavn 7.
Nidelv (near Arendal) 7.
— (near Trondhjem) 78. 203.
Niemis 342.
Nigardsbræ 139.
Nilsvigtinder 228.
Nipahøgd 112.
Nipen 79.
Nissaå 261.
Nissedalselv 132.
Nisservand 36.
Nit-Elv 63.
Njalavarre 237.
Njavvi 341.
Njoammel Guoika 245.
Njommelsaska 341.
Njuken 130.
Njunges 341.
Nockeby 318.
Nokkeneb 183.
Nol 266.
Nondal 142.
Nondalsfos 142.
Nonhaug 131.
Nonhougen 148.
Nonsfjeld 184.
Nonsnib 179.
Nor 174.
Nora 283. 328.
Norangsdal 187.
Norangsfjord 188.
Norberg 327.
Nord 174.
Nordaasvand 120.
Nordanö 327.
Nordanskär 342.
Nordbjergskirke 58.
Norddal 167.
Norddalsfjord 184.
Norddalskirke 184.
Norderhov 21.
Nordfjord (Malangen)232.
— (N.Bergenhus)167. 174.
— (Storfjord) 186.
Nordfjordeid 174.
Nordfolden 229.
Nord-Horland 99. 126.
Nordkosters Dubbelfyr 85.
Nordkyn 242.
Nordland, the Norwegian 211.
—, the Swedish 339.
Nordmaling 340.
Nordmandslaagen 29.
Nordmøre 199.
Nordnæs (near Bergen) 114. 116.
— (Sognefjord) 130.
Nordre Aurdal 50.
— Land 50.
— Næs 136. 173.
— Snerle 56.
— Vartdal 190.
Nordsjø 34. 30.
Nordvik 193.
Nore 40. 42.
Norefjeld 42.
Norefjord (Numedal) 40.
— (Sognefjord) 130.
Noresund 42.
Noret 369.
Noreviksheien 126.
Norheimsund 103.
Norra Barken 328.
Norrå 337.
Norrbärke 328.
Norrbotten 341.
Norrbyström 328.
Norrköping 280.
Norrland, Swedish 339.
Norrqvarn 271.
Norrtelje 322.
Norrtull 312.
Norrvik 317.
Norsæter 26.
Norself 283.
Norsesund 272.
Norsholm 277. 279.
Norske Hest 166.
Norskholmen 244.
North Cape 240.
Northorp 156.
Nortorf 367.
Notodden 27.
Novle-Fos 39.
Nøra 76.
Nørre-Alslev 365.
Nørresundby 371.
Nørstebø 40.
Nørstedalssæter 147.
Nørvø 189.
Nøsetsæter 46.
Nøstdal 174.
Nøste 197. 194. 196.
Nøstet 119.
Nøstvik 218.
Nøstvolden 209.
Nøterø 32.
Nufsfjord 226.
Nukefjeld 35.
Nuken 62.
Numedal 40.
Nuppivarre 237. 247.
Nupshaug 151.
Nute (Sognefjord) 131.
Nya Stöl 39.
Nyastølsfos 105.
Ny-Aune 72.
Nyäker 339.
Nybgaarden i Torpe 44.
Nyboden 157.

Nyboda Tunnel 281.
Nyborg (Varanger) 244.
— (Fünen) 366.
Nybro 257.
Nybusætre 41.
Nybusjø 41.
Nyheitind 198.
Nyhyttan 336.
Nykerne 226.
Nykirke (on the Drammenselv) 23.
— (near Holmestrand) 32.
Nykjøbing 365. 368. 373.
Nyköping 330.
Nykroppa 336.
Nyland 28.
Ny-Øvne 72.
Nypen 77.
Nypladsen 76.
Nysæter (Gudbrandsdal) 59.
— (near Mølmen) 69.
— (Ramstaddal) 186.
— (Vuluvand) 59.
Nysted 368.
Nystuen (Fillefjeld) 53.
— (Ørkedal) 73.
Nytrøen 73.

Obrestad 90.
Ockelbo 335. 337.
Ockesjö 338.
Odde 106.
Oddedaal 54.
Oddernæs 3.
Oddersjaa 3.
Oddesund 373.
Odense 366.
Odnæs 50.
Oferdal 135.
Oforsen 336.
Ofotenfjord 230.
Ofriddal 127.
Ofte 31. 36.
Oftedal 135.
Oftevand 31.
Okken 56.
Oklevig 136.
Okna 280.
Oksen 192.
Oksenø 186.
Oksfjord 218.
Oksnæs 184.
Olafbuvand 45.
St. Olaf's Bad 23.
St. Olafsdal 190.
St. Olafsgryder 23.
St. Olaf's Ship 36.
St. Olafs Slange 184.
St. Olafs Snushorn 184.
St. Olafs Stol 193.
Olberg 42.
Olden 176.
Oldendal 176. 177.
Oldenskar 172.
Oldenvand 177.
Oldøren 176.
Olestad 66.
Olidenålan 268.
Olmajalos 224.
Olmheim 130.
Olmhus 48.
Olsborg 232.
Olskroken 266.
Olstrup 365.
Omberg 275.
Omgang 242.
Omnesø 221.
Onen 104. 107.
Onsild 371.
Onsø 79.
Onstad 51.
Oosbakke 219.
Opdal (Drivadal) 72.
— (Lærdal) 56.
— (Numedal) 40.
— (Valders) 53.
Opdals-Sæter 152.
Opdøl 201.
Opheim (Odde) 109.
— (Opheimsvand) 124.
Opheimsfjeld 176.
Opheimsvand 124.
Ophus 75.
Opigaard 199.
Oplændske Dal 60.
Opnaaset 58.
Oppebøen 31.
Oppedal 105.
Oppegaard 79.
Oppmannasjö 255.
Opsætstøle 133. 112. 122.
Opstegene 142.
Opstryn 180.
Optun 147.
Optunsfos 147.
Ordal 171. 172.
Orddo-Vuodna 243.
Orehoved 365.
Orken 171.
Ormberg 137. 138.
Ormbergsstøl 137.
Orm-Eggen 31.
Ormeim 195.
Ormsund 79. 18.
Ornäs (near Falun) 332.
Ornæs (Vestfjord) 221.
Ornö 313.
Orresta 326.
Orrskog 335.
Orrøi-Elv 136.
Orsa 334. 335.
Orsa-Sjö 334.
Orsjö 337.
Ortnevik 126.
Orust 85.
Os (Fusefjord) 120. 100.
— (near Røros) 76.
Oscarsborg 8.
Oscarshall 17.
Oscarshoug 147. 152.
Ose (Osefjord) 112.
— (Sætersdal) 5.
Osedal 112.
Osefjord 111. 112.
Osen (Osefjord) 111.
— (Suldalsvand) 95.
Osesæter 112.
Oseskavl 112.
Oskar-Fredriksborg 313.
Oskarshamn 258.
Oslo 11. 79.
Osmark 196.
Osøren 100. 120.
Osstad 5.
Ostendalsbræ 179.
Osterø 120.
Osvand 196.
Osvold 190.
Ottadal 56.
Ottaelv 57. 61. 67. 69.
Ottarp 252.
Ottavand 57.
Ottebol 282.
Ottensund 373.
Otteraa 3. 4.
Otterbäcken 283.
Otterø (near Christiansand) 3.
— (near Molde) 199.
— (near Namsos) 216.
Ottestad 64. 197.
Oulie-Elv 32.
Ousby 255.
Ovabergs-Elv 146.
Overaa 184.
Ovesø 373.
Oviksfjellen 338.
Oxdalshø 158.
Oxefjord 7.
Oxefos 57.
Oxelösund 278. 330.
Oxen (Hardanger) 104.
Oxie 251.
Oxø 3.
Ödåkra 260.
Ødefjord 129.
Ødegaard 201.
Ödemarks-Sjø 83.
Ödeshög 276. 278.
Øen 138.
Öfre Holn 83.
— Nadden 328.
Øfste Dal 130.
Øftshus-Fos 103.
Öfver Torneå 248.
Öfverum 280.

Øgsfjord 229.
Øi i Aamli 36.
Øiangen, Lake 156.
Øiangenshøi 155.
Øibergsfos 58.
Øie (Norangsfjord) 187.
— (Lærdal) 56.
Øieren, Lake 78.
Øiestad 96.
Øje (Vasbygdvand) 46.
— (Vangsmøsen) 53.
Øje-Sæter 46.
Øilo 52.
Øinesgavlen 223.
Øisteinvand 39.
Øksendal (Isfjord) 175.
Øksendalen 201.
Øksfjord 237.
Öland 258. 372.
Ølen 99.
Ølenfjord 99.
Ølken 52.
Ölme 283.
Örbyhus 334.
Øre 201.
Ørebække 96.
Örebro 328.
Öre-Elf 339.
Öresund 259.
Ørjesæter 60.
Ørje-Sjø 83.
Ørkedal 202.
Ørkedalsøren 73. 202.
Ørkla 73.
Ørland 210.
Ørnefjeld 6.
Ørnereden 370.
Örnsköldsvik 339. 340.
Ørsjø 83.
Ørskog 186.
Ørskogvik 185.
Ørsten 190.
Ørstendal 190.
Ørstenfjord 190.
Ørstenvik 190.
Örsundsbro 317.
Ørterdalen 45.
Ørterenvand 45.
Örtofta 255.
Ørvælla 28.
Øsekar 186.
Östavall 337.
Østefjord 188.
Östen, Lake 272.
Østenfjeldske Norge 89.
Østensø 104.
Østeraat 215.
Österby 334.
Østerdalen 74.
Östergötland 278.
Östersund 338.
Öster-Tibble 329.
Östervik 333.
Østmanlid Sæter 39.
Østnæs 190.
Østrabo 257.
Östra Dal-Elf 334.
Östratorp 251.
Østrebø 46.
Østreim 94.
Østre Pollen 102.
Østre Slidre Elv 155.
Öst-Surasjö 327.
Østvaagø 227.
Østvik 209.
Öveds Kloster 252.
Øveraas 198. 201.
Øvreberg 167.
Øverby 232.
Øverste-Dal 130.
Øvrebøsæter 163.
Øvre Eide 179.
— Gaard 138.
— Holmen 19.
— Rol 209.
— Strandefjord 46.
— Stray 4.
— Vand 223.
— Vasenden (Gravensvand) 123.
Øxna 75.
Öxnered 268. 331.
Øxsund 230.
Øxtinder 218.

Palajokko 247.
Paradisbakker 22.
Parki-Jaur 341.
Partilled 271.
Pasvik 245.
Pasvikelv 245.
Paternoster-Skär 86.
Paulsvand 172.
Päkila 342.
Pålsboda 273.
Pederstrup 368.
Peisestue 19.
Pello 248.
Persberg 336.
Piggejavre 247.
Pilgrimstad 337.
Pipertind 236.
Piski-Jaur 341.
Piteå 340.
Polfossen 58.
Polhems Sluss 267.
Pollen 237.
Polletind 166.
Polvand 58.
Porla Helsobrunn 273. 283.
Porsangerfjord 241.
Porsangernæs 241.
Porsgrund 33.
Prækestol 183.
Præstebakke 83.
Praestedal 175.
Præstegaard 57. 70. 170.
Præstekampen 66.
Præstesteinvand 152.
Præsthus (Soknedal) 74.
Predikstol 276.
Presteholtsøl 45.
Prestfjärden 316.
Prestfors 327.
Pruglaa 219.
Puddefjord 114.

Qvarnå 338.
Qvarnholmen 257.
Qvickjock 324. 241.
Qvicksund 329.

Raade 79.
Raadfjeld 173.
Raamand 188.
Raamandsgjøl 188.
Raasnaas 106.
Raastad 32.
Raavad 361.
Raftsund 228.
St. Ragnhilds Källa 277.
Rago-Njarga 243.
Ragunda 339.
— Böttner 339.
Rake 176.
Rakkestad 79.
Ralången, Lake 278.
Rambæren 130.
Ramberg 47.
Ramlösa 260.
Ramlösabrunn 260.
Rammelklåva 85.
Ramnäs 326. 328.
Ramsaas 42.
Ramsjö 337.
Ramsø 216.
Ramsøfjord 200.
Ramstaddal 186.
Ramnndershäll 277.
Rand 175.
Randal 220.
Randeberg 98.
Randers 371.
Randklöveskaaret 252.
Randø 93.
Randselv 24. 49.
Randsfjord 24. 49.
Randsværk 57.
Ranenfjord 218.
Rangaatind 198.
Rangsundø 221.
Ranheim 207.
Rankhyttan 332.
Ransäter 331.

Rapisvari 224.
Rasten 75.
Ratan 340.
Rauberg 35.
Raubergsholten 137.
Raubergskamp 53.
Raubergsstul 149.
Rauddal 58. 159.
Rauddalsbræ 58.
Rauddals-Elv 160.
Rauddalshoug 159.
Rauddalsmund 160.
Rauddalstinder 159.
Rauddalsvand 58.
Raudegg 61.
Raudnæs 142.
Rauegg 132.
Rauem 210.
Rauemsletten 210.
Raufjord 156.
Raufjordsheim 156.
Rauland 29.
Raulandsfjeld 29.
Rauma 69. 193. 194.
Raunip 120.
Raunsdal 106.
Raunsdalsvand 106.
Rausdal 58.
Rausdalssæter 137.
Rauskarfjeld 139.
Rauskjøldvand 152.
Rautefjeld 37.
Ravnedal 3.
Ravnedjuvet 37.
Ravnefjeld 178. 179.
Ravnehei 3.
Räcksta 316.
Räfsnäs 315.
Rægefjord 90.
Ræknæshaug 191.
Rällså 328.
Rämen 332.
Ræpelid 30.
Räppe 256.
Ræstadbygd 192.
Rättvik 334. 335.
Råbäck 270. 331.
Rånnum 268.
Råshult 256.
Råstok 84.
Red 172.
Reffelbræk 37.
Refnæstangen 134.
Refsudden 326.
Refsundssjö 337.
Refvinge 261.
Reiersdal 4.
Reimersholm 282. 314.
Reinaa 208.
Reinbjørelv 210.
Reindalstind 221.
Reindalsvik 221.
Reine 226.
Reinheim 72.
Reinlid 48.
Reinø 235.
Reinsvand 209.
Reisæter 103.
Reitan 77.
—, Gaard 199.
Reitstøen 77.
Rekarne 329.
Rekkingsnnten 39.
Relling 184.
Rem, Gaard 185.
Rembesdalsfos 111.
Rembesdalsvand 111.
Remmem, Gaard 195.
Rena 75.
Rendalstind 236.
Rendsburg 367.
Rengen, Lake 279.
Rennesø 98.
Renø 243.
Repvaag 241.
Retiro 184.
Revikhorn 167.
Ribe 373.
Riddarhyttan 328.
Riddarsvik 318.
Ridö 315.
Riinggadn-Sætre 148.
Riingsbotn 148.
Riingstinder 148. 152.
Riis Skov 370.
Rimbo 322.
Rimforsström 279.
Rimmen 372.
Rindalen 201.
Rindalshorn 180.
Rindebakken 36.
Rindö 313.
Rindsholm 373.
Ring 65.
Ringdalstind 186.
Ringe 367.
Ringebo 66.
Ringedalsvand 109.
Ringeim 122. 123.
Ringerike 24.
Ringkjøbing 373.
Ringkollen 24.
Ringnæs 42.
Ringøen 109.
Ringsaker 64.
Ringsjö 255.
Ringsted 365.
Ringvadsø 235.
Riondefos 133.
Risagrotte 219.
Risbu-Elv 39.
Rise (Driva Valley) 72.
— (Jørundfjord) 190.
— (Nordgulen) 166.
Risefjord 126.
Risøhavn 229.
Risør 7.
Risvær 216.
Rivenaase 137.
Rjukande Fos 43.
Rjukanfos 29.
—, Lille 36. 38.
Roaldkvam 6.
Robertsholm 335.
Roboltfjeld 35.
Rockebro 278.
Rogn 122.
Rognan 224.
Rognæs 77.
Rogne 155. 51.
Rokke-Elv 37.
Rokomborre 232.
Rol, Gaard 209.
Roldø 231.
Rolfså 262.
Rolfshus 43. 50.
Rolfsø 239.
Rolfsøhavn 239.
Rolsbakker 209.
Roma, Monastery 326.
Rombak 230.
Romedal 190.
Romeleklint 252.
Romerike 63.
Romfogkjærringer 72.
Romhest 128.
Rommedal 128.
Romsdal 194.
Romsdalsfjord 192.
Romsdalshorn 194.
Romsdalsstue 246.
Rondane 75. 68.
Rondeslot 75.
Ronehamn 326.
Ronene 3.
Ronneby 256.
Rosendal (near Stockholm) 311.
— (Hardangerfjord) 101.
Rosendala 274.
Rosendalselv 210.
Rosersberg 317.
Roskilde 364.
Rosshyttan 336.
Rossvalen, Lake 328.
Rostafjeld 232.
Rostavand 232.
Rotebro 317.
Rothenkrug 366.
Rotknæt 221.
Rottaasbjerg 66.
Rottnaelf 283.
Rottneros Bruk 283.
Rotvold 207.
Roxen, Lake 277.
Rød 82.
Rødbjerget 215.
Rødby 368.
Rödesund 271.

Rødevæg 242.
Rödgafvels Grotto 275.
— Port 276.
Rødhammer 209.
Rødi 179.
Rødkjersbro 373.
Rødningen, Gaard 195.
Rødø 218. 221.
Rødsæt 186. 190.
Rødsheim 149.
Rødsund 216.
Rødvaselv 219.
Rødvenfjord 197.
Røen 51.
Rögle 260.
Røise 110.
Røjshjem 149.
Røken 21.
Røkenæs 99.
Røkenviken 50.
Røkjeskaalvand 58.
Røldal 39. 96.
Røldalsaaten 39.
Røldalsvand 39. 96.
Rønde 370.
Røneid 137.
Rönne 252.
Rönneå 260.
Rønstadhul 168.
Røraas 76.
Rørhoptind 228.
Rørhusdal 182.
Rørhusnibba 182.
Rørnæstind 237.
Røros 76.
Rørø 218.
Rørstad 182. 188.
Rörstrand 317.
Rørvik 103. 171. 216.
Rørvikfjeld 171.
Røsaa 218.
Røsaaøren 218.
Røskje 209.
Røsnæs 222.
Røst 226.
Röstanga 260.
Røsvand 218.
Røsvik 229.
Røvik 197.
Rubjerg-Knude 372.
Rudkjøbing 368.
Ruejd 188.
Rugsund 174.
Rui 38. 29.
Ruklenut 106. 108.
Ruksisvaggegaissa 237.
Rullenut 109.
Rullestad 99.
Rundal 121.
Rundalselv 122. 123.
Rundevand 121.
Rundhorn 60.
Rundtom 158.
Rundvashøgda 75.
Rungsted 363.
Runn-Sjö 332. 335.
Runsa 318.
Rnsaanæs 224.
Rus-Elv 38.
Rusglop 161.
Ruskola 248. 342.
Rusliensætre 161. 57.
Russaelv 161.
Russe Rundhø 161.
Rustdalen 7.
Rusteggen 157.
Rusten (Bæverdal) 150.
— (Gudbrandsdal) 68.
Rustenfjeld 68.
Rusten-Sæter (Bæverdal) 151.
Rustfjeld 5.
Rustøen 177. 172.
Rustøfjeld 177.
Rusvand 161.
Rusvasbod 161.
Rute 326.
Ruten 232.
Rnyttotjock 243.
Ry 370.
Rydboholm 261.
Ryde 368.
Rydsgård 251.
Ryfos 138.
Ryfylke 91.
Ryg (Gloppenfjord) 175.
Rygge (Smalenene) 79.
Ryggen (Dalecarlia) 335.
Ryghydna 180.
Rygnestad 5.
Ryhaugen 75.
Ryholm 271.
Ryomgaard 370.
Rysfjæren 175.
Ryttærknägten 252.
Ryvardens Fyr 99.

Saathorn 60.
Sadelegg 171.
Sadelfjeld 54.
Sadlen (near Hammerfest) 239.
Saganæs 134.
Sagfjord 230.
Saggat-Jaur 341.
Sagvande 230.
Saksa 151. 188.
Sakshaug 209.
Sala 336.
Salajækna 223.
Salangenfjord 231.
Salberg 209.
Salen, Lake 256.
Salmis 342.
Salsta 334.
Saltdal 219. 224.
Salten 221.
Saltenfjord 223.
Saltkjelnæs 131.
Saltnæssanden 202. 73.
Saltsjöbaden 313.
Saltsjön 309.
Saltskog 281.
Saltstrøm 223.
Samlehovd 104.
Samlekolle 104.
Samnangerfjord 120.
Samsø 365.
Sand (Sandsfjord) 94.
— (Randsfjord) 50.
Sanddalsfjeld 171.
Sanddalsvand 173.
Sande (Holmedal) 169.
— (near Drammen) 32.
— (Loenvand) 178.
Sandebugt 32.
Sandefjord 32. 8.
Sandeid 95.
Sandeidfjord 95.
Sandelv 145.
Sanden (Tinsjø) 28.
Sandene 172. 175.
Sandenib 178.
Sander 78.
Sanderstølen 51.
Sandferhus 208.
Sandfjeld 170.
Sandhamn 314.
Sandhem 274.
Sandhorn 221. 222.
Sandhoug 29.
Sandnæs (Nordland) 222.
— (Oldenvand) 177.
— (Sætersdal) 5.
— (Stavanger) 90. 94.
Sandnæsøen 218.
Sandok 37.
Sandø (near Stadt) 168.
— (Nord-Horland) 126.
Sandøla 210.
Sandsfjord 94.
Sandsfos 94.
Sandsjö 256.
Sandstø 106.
Sandtorv 230.
Sandum Sæter 42.
Sandven (Norheimssund) 103.
— (Sandvenvand) 108.
Sandvenvand 107.
Sandvig, Gaard 224.
Sandviken (near Gefle) 335.
— (near Christiania) 20.
— (near Bergen) 118.
Sangerfjeld 44.
Sanna 274.
Sannesund 80.
Sarektjokko 224.

Sarpen, Fall 167.
Sarpsborg 80.
Sarpsfos 80.
Sartorø 100.
Sarvfos 5.
Saude 94.
Saudefjord 94.
Saudehorn 190.
Saue-Nuten 108.
Sauerelv 30.
Sauland 30.
Saugø 82.
Saurdal 167.
Saurdalsgaarde 167.
Saurdalsvatn 167.
Sautzofosse 247.
Saxaklep 103.
Saxhaug 209.
Saxkjøbing 368.
Sæbø (Jørundfjord) 188. 190.
— (Øifjordsvand) 110.
Säby (Kinda Canal) 279.
Sæby (Jntland) 372.
Sæbyholm 368.
Sæd, Gaard 311.
Säfjaå 317.
Säfsjö 256.
Säfsjöström 257.
Säfstaholm 273.
Säfveå 271.
Sækken 192. 197.
Sælbo 207.
Sælbofjord 155.
Sælbo-Sjø 207.
Sæltun 56.
Säter (Dalecarlia) 336.
Sæterdalens Sommerhjem 5.
Sæterfjeld 181.
Sætermoen 232.
Sætersdal 3. 4.
Sæterstøen 78.
Sætervand 196.
Sætnes 193.
Sætnesfjeld 193.
Sætredal (Nebbedal) 187.
Sætrenæs 167.
Sågen 336.
Sågmyra 335.
Schleswig 367.
Seeljesæterhorn 182.
Seem 209.
Sefle 331.
— Canal 282.
Segeå 253.
Seglingsberg 327. 328.
Segmon 331.
Seida 244. 246.
Seidafjeld 244.
Seierstad 216.
Seiland 238.
Seim i Graven 123.
Sel 68.
Selander 338.
Selaö 316.
Selbu-Sjø 207.
Selje 164.
Seljedal 127.
Seljeø 167.
Seljestad i Odde 97.
Seljestadjuvet 97.
Selland 96.
Selsbæk 78. 207.
Selseng 131.
Selsli-Sæter 26.
Selsnut 102.
Selsøvig 221.
Sem (Snaasenvand) 209.
— (near Tønsberg) 32.
Sembla 328.
Semlaå 338.
Semletind 195.
Semmelaa 162.
Semmelhul 162.
Semmeltind 162.
Semmen 47.
Semså 338.
Senjehest 231.
Senjen 231.
Sesaas 207.
Seutivarre 232.
Seven Sisters 218.
Sevlefos 133.
Sevli 40.
Sexe 106.
Siggen 99.
Signildsberg 318.
Sigtuna 318.
Sigurdsrud 28.
Sikfors 332.
Sildefjord 101.
Sildegabet 167.
Silden 237.
Silen Lakes 82.
Siljan, Lake 333.
Siljansnäs 334.
Siljord 31.
Siljordsvand 30.
Silkeborg 370.
Sillen, Lake 281.
Simbrishamn 252.
Simlenæs 131.
Simoa 23.
Simodal 111. 109. 110.
Simogalfos 147.
Simonstad 7.
Simonstorp 281.
Sinarp 260.
Sindal 372.
Sindre 181.
Singeløer 84.
Singlefjord 82.
Singsaas 77.
Sira 90.
Siradal 197.
Sirakirke 197.
Siredal 90.
Siredalsvand 90.
Sjau-Sæter 103.
Sjaustaddal 188.
Sjerpenut 132.
Sjerping 133.
Sjoa 60. 167.
Sjoadal 67.
Sjodalsvand 161.
Sjonghul 189.
Sjortningsbræ 160.
Sjöändan 336.
Sjødøla 198.
Sjöholm 273.
Sjøholt 185.
Sjørring 373.
Sjørsætervand 196.
Sjøstrand 130.
Sjötorp 271.
Sjøvik 185.
Sjugultind 158.
Sjusæt 103.
Skaala 61. 176. 196.
Skaalabræ 61.
Skaalebræ 179.
Skaalesæter 133.
Skaalfjeld 179. 181.
Skaalland 222.
Skaar 137.
Skaare 62. 188.
Skaaren 142.
Skaarene 139.
Skaaretinder 188.
Skaarø 236.
Skabersjö 251.
Skadsesæter 42.
Skadset 42.
Skagagjel 146.
Skagastøle 147.
Skagastølsbotn 147.
Skagastølsbræ 148.
Skagastølstinder 148.
Skage 210.
Skagen 372.
Skagern-Sjö 213.
Skaggeflaa, Gaard 183.
Skaggeflaafos 183.
Skaggeflaanøstet 184.
Skagsnæb 146.
Skalka-Jaur 341.
Skalsjø 208.
Skalstugan 208.
Skammedalshøidn 132.
Skammestein 156.
Skanderborg 370.
Skanör 251.
Skansen 327.
Skara 272.
Skard 97.
Skardalseggen 162.
Skardhø 57.
Skaret 20.

Skarfjeld 201.
Skarfven 318.
Skarnæs 78.
Skarpsno 17.
Skarpstrømmen 36.
Skarsfjord 221.
Skarsfos 108.
Skarstenfjeld 172. 175.
Skarssæter 41.
Skarstind 145.
Skarsvand 41.
Skatestrøm 167.
Skattkär 283.
Skanta 165.
Skautaelv 163.
Skautefos 166.
Skauthø 162.
Skavle Nut 94.
Skavlevægge 173.
Skavlikollen 231.
Skälby 258.
Skäralid 260.
Skåne 251.
Skåre 283.
Skeaker 57.
Skebäck 329.
Skei (Jølstervand) 171.
Skeidkampen 66.
Skej (Lekø) 216.
Skeja 151.
Skelderviken 260.
Skellefteå 340.
Skellefte-Elf 340.
Skeninge 278.
Skepperkroken 260.
Ski 79.
Skibotten 237.
Skien 33.
Skienselv 33.
Skilbred 169.
Skilbredsvand 170.
Skillebotn 218.
Skinegg 154.
Skinnebergsnut 101.
Skiriaxlen 195.
Skisæter 110.
Skive 373.
Skjangli 230.
Skjæggedal 109.
Skjæggedalsfos 109.
Skjæggestad 66.
Skjælvik 106.
Skjærdal 175.
Skjærdalen 124.
Skjæring 175.
Skjæringsdal 60.
Skjæringsdalsbræ 59.
Skjærjehavn 126.
Skjærsurden 185.
Skjærvø 237.
Skjeberg 80.
Skjeidesnipa 129.
Skjeistrand 175.
Skjeldal, Gaard 104.
Skjelnæs 101.
Skjerdal 133.
Skjern 373.
Skjerpa 221.
Skjerping 44.
Skjerstad 223.
Skjerstadfjord 222.
Skjervefos 123.
Skjerveselv 123.
Skjervet 123.
Skjibergsfjeld 180.
Skjoldehavn 228.
Skjolden 137.
Skjoldfjeld 52.
Skjolten 193.
Skjombotn 230.
Skjomenfjord 230.
Skjorta 172. 196. 197.
Skjønne 40.
Skjønstuen 223.
Skjørnfjord 215.
Skjørping 371.
Skjørvold 208.
Skjøtningberg 242.
Skoddalsfjeld 109.
Skodsborg 361.
Skodshorn 52.
Skofjärd 319.
Skogadal 165.
Skogadalsbøen 144. 165.
Skogadalsnaasi 144.
Skogefos 195.
Skogerø 245.
Skogshorn 43.
Skogsø 228.
Skogstad 53.
Skogstorp 329. 330.
Skokloster 319.
Skole 137.
Skollenborg 25.
Skollerud 47.
Skomvær 226.
Skonevikfjord 99.
Skonningsfos 82.
Skopshorn 186.
Skopum 32.
Skordal 67.
Skorpen 101. 200.
Skorpø 166.
Skorvefjeld 30.
Skotgaarden 76.
Skotifos 95.
Skotselven 23.
Skotsfjord 229.
Skotstinder 227.
Skotterud 78.
Skottorp 260.
Skouger 32.
Skougumsaas 20. 8. 21.
Skovheim 30.
Skovshoved 362.
Sköfde 272.
Skracka 332.
Skrædderdal 118.
Skrædderbakken 369.
Skrætna 167.
Skredevand 172.
Skredja-Fjeld 71.
Skredvand 36.
Skreifjeld 64.
Skrenakken 184.
Skridulaupbræ 58. 59.
Skridulaupen 59. 61.
Skriken 130.
Skrikjofos 106.
Skrimsfjeld 26.
Skroven 227.
Skrutvold 155.
Skruven 187.
Skudesnæs 98.
Skudesnæshavn 98.
Skudeviken 118.
Skultorp 272.
Skurdal 40.
Skurup 251.
Skurusund 313.
Skurvenaase 137.
Skuteviken 103.
Skutskär 353.
Skutvik 230.
Skvætta 29.
Skykjefos 111.
Skyllingaryd 261.
Skylstad 187.
Skylstadbrekken 187.
Skyrifjeld 53.
Skyttorp 334.
Slaakuvand 30.
Slagelse 366.
Slaskam 341.
Slæbende 21.
Slättaken 277.
Slättberg 335.
Slesvig 367.
Sletdal 184.
Sletflykamp 58.
Slethavn 146.
Sletmarkbræ 158
Sletmarkpig 157. 158.
Sletnæs 242.
Slettafos 195.
Slettedal 94.
Slettefjeld 135. 156. 188.
Sletten 98.
Slidre, Vestre & Østre 51.
Slidreaas 51. 155.
Slidrefjord 51.
Slinde 130.
Sliparebacken 254.
Sliper 72.
Slite 326.
Slitu 79.
Slogen 187.
Slondals Sætre 133.
Slondalsvand 133.

Slöinge 261.
Slyngsfjord 185.
Slyngstad 185.
Smaadal 163.
Smaadalssæter 163.
Smaadøla 43.
Smaaget, Defile 143.
Smaastrøm 245.
Smalaberg 146.
Småland 255.
Smeddal 54.
Smedjeå 260.
Smedjebacken 328. 332.
Smedodden 35.
Smedstad 19.
Smetbak Sæter 45.
Smögen 85.
Smølen 200.
Smørbottenfjeld 193.
Smørbringa 242.
Smørdal 174.
Smørhuls-Sæter 156.
Smørklep-Elv 38.
Smørklepfjeld 38.
Smørlidsæter 163.
Smørskredtinder 187.
Smørstabbræ 151.
Smørstabtind 151.
Smørvik 64.
Smytte Sæter 45.
Snaasenheia 210.
Snaasenvand 209.
Snarum 42.
Snarumselv 23. 42.
Snaufjeld 186.
Snedsted 373.
Sneetind 228.
Snehættan 71.
Snekkersten 362. 363.
Snenipa 173.
Snerle 56. 67.
Snilstveit 101.
Snjärak 341.
Snuhorn 184.
Sofiero 260. 364.
Sogge 185. 193. 194.
Soggesæter 185.
Sogndal (Jæderen) 90.
— (Sognefjord) 130.
Sogndalsfjord 130.
Sogndalsvand 131.
Sognefest 126.
Sognefjeld 151.
Sognefjord 125.
Soknaelv 73. 77.
Soknedal 74.
Solberga 278.
Solbjørg 103.
Solbjørgenut 132.
Solbraa 67.
Sole 90.
Soleitinder 142. 148.
Solfjeld 101.
Solheimsheia 170.
Solheimsviken 119. 120.
Sollefteå 339. 340.
Sollentunaholm 317.
Sollerön 334.
Solliden 67. 75.
Sollihøgda 20.
Solna 312. 317.
Solnut 106.
Solovom 247.
Soløen 222.
Solsivand 112. 133.
Solsnæs 131.
Solvaagfjeld 220.
Solvorn 135.
Sommen 278.
Soner 79.
Soon 79.
Sorgenfri 362.
Sorkevand 40.
Sorø 365.
Sortland 228.
Sotasæter 58. 137.
Sotefjord 85.
Sotenäs 85.
Sottern, Lake 273. 380.
Sound, the 250. 259. 363.
Søberg 77.
Söderås 260.
Söderbärke 328.
Söderfjärd 340.
Söderfors 335.
Söderhamn 337. 340.
Söderköping 277.
Södermanland 281.
Södertelge 278. 281.
Södra Barken 328.
— Björkfjärden 315.
— Stäket 313.
Söfdeborg 252.
Søholt 185.
Søkkelven 186.
Søkkelvsfjord 186.
Søknesand 171. 129.
Søknesandsnipa 171. 129.
Søknesandsskar 171. 129.
Søllested 368.
Sølsnæs 197.
Sølvbergfjeld 175.
Sölvesborg 255.
Sølvkall 188.
Sømnæs 217.
Søndenaafos 94.
Søndenfjeldske Norge 71. 89.
Søndervig 373.
Sønderviken 76.
Søndfjord 166. 168. 170.
Sønd-Horland 99.
Søndmøre 181. 168.
Søndre Birkedal 174.
— Flesberg 40.
— Fron 67.
Søndre Land 50.
— Tveraa 161.
Sønnerheim 46.
Sønnerheimsgalder 46.
Sörby 272.
Sørdal 230.
Søre Vartdal 190.
Sørfjord (Hardanger) 105. 120.
— (Ulfsfjord) 235.
Sørfolden 229.
Sørheimsfjeld 137.
Sørkedal 21.
Sørkedals-Elv 20.
Sørkjevand 40.
Sørnesje 197.
Sørø 238.
Sörqvarn 327.
Sørum (Gudbrandsdal) 56.
— (Randsfjord) 50.
— (Valders) 48.
Sørvik 216.
Sørviksund 216.
Sösdala 255.
Søstrene 194.
Søtorp 67.
Søvde (Søndmøre) 94.
— (Søvdefjord) 167.
Søvdefjord 167.
Søveien 231.
Søvik (Alsten) 218.
Spaadomsnut 30.
Spanfjeld 210.
Spannarp 253.
Sparkjer 373.
Sparreholm 281.
Spånga 326.
Spendmyren 210.
Sperle 138.
Sperlingsholm 261.
Spillum 209.
Spirillen, Lake 47.
Spirta-Njarga 241.
Spiterstulen 162.
Spjosodden 35.
Spodsbjerg 368.
Spørtegbræ 137. 138.
Sprangdal 58.
Spydeberg 79.
Staalberg 188.
Staalet 167.
Staavand 39.
Stabben 200.
Stabbensfyr 166.
Staberg 148.
Stadsfjärden 330.
Stadtland 167.
Staffanstorp 252. 254.
Stafre 337.
Stafsinge 261.
Stafsnäs 314.
Stafsnuten 319.

Stafsund 319.
Stai 75.
Stalheim 124. 133.
Stalheimsfos 133.
Stalheimsklev 124. 133.
Stalheimsnut 124.
Stamnæs 218.
Stampeströms Fall 267.
Stamsund 227.
Stana 106.
Standal 188. 190.
Standalseid 190.
Standalshorn 188.
Stange 64.
Stangenæs 242.
Stangenæsfjeld 242.
Stangfjord 166.
Stanghelle 121.
Stanglandsfjeld 126.
Stangstuen 64.
Stangvik 201.
Stappene 240.
Stardal 172.
Starheim 174.
Stathelle 7.
Stattland, see Stadtland.
Stavanger 90.
Stavangerfjord 91.
Stavbrækker 59.
Staven, Fjeld 187.
—, Hill 39.
Stavfjord (Førdefjord) 166.
— (Foldenfjord) 229.
Stavilla-Elv 73.
Stavnæs 166.
Stäfvie 252.
Stäkeholm 280.
Stäkesö 326.
Stäket 318. 326.
Ställberg 328.
Ställdalen 328. 332.
Stånga 326.
Stångå (river) 279.
Stångebro 279.
Stångenæs 85.
Stedfjord 230.
Stedje, Gaard 130.
Stedtind 230.
Steen 21.
Steensfjord 21.
Stegafjeld 142. 185.
Steganaase 133.
Stegane 185.
Stege 359.
Stegeborg 277.
Stegen (Engelø) 229. 230.
Stegesæter 133.
Stegfjord 220.
Stehag 255.
Steie 130.
Steig, Gaard 66.
Steinbergdal 46.
Steindalselv 165.
Steine 103.
Steinsdal 103.
Stemme 199.
Stemshesten 199.
Sten 194.
Stenbjerg 206.
Stende (Strandefjord) 43. 51.
Stene i Bø 228.
— i Aurland 46.
Stenegbræ 146.
Stenhammar 281.
Steninge 261. 318.
Stenjättar 326.
Stenkjær 209.
Stennæs 188.
Stensætfjeld 169.
Stenså 260.
Stensö 258.
Stensøen 217.
Stensrud 64.
Stenstorp 272.
Stenstø 104.
Stensvig 201.
Stenungsö 85.
Stenvaag 189.
Stenviken 75.
Stetind 146.
Stettin 364.
Stigersand 64.
Stigtomta 330.
Stiklestad 209.
Stillingsø 370.
Stilvasaa 219.
Stjærnerø 93.
Stjernarp 277.
Stjernhof 281.
Stjernholm 330.
Stjernø 237.
Stjernsund 237.
Stjernvik 263.
Stjørdalsfjord 207.
Stockaryd 256.
Stockholm 285.
Academy of Arts 296.
— of Science 299.
Agricultural Museum 288.
Albano 312.
Alkärret 310.
Art Union 288. 295.
Artilleri-Museum 296.
Bankers 287.
Baths 288.
Bältespännare 307.
Bellevue 312.
Bergskola 299.
Berzelii Park 295.
Biological Museum 310.
Blasiiholm 300.
Bredablick 311.
Stockholm:
Bridges 308.
Brunkebergs Torg 296.
Brunnsviken 312.
Cabs 286.
Cafés 286.
Carolinska Institution 288.
Castle Island 307.
Cemetery 312.
Churches:
Adolf Fredriks Kyrka 299.
English Church 288. 299.
German Church 293.
Hedvig Eleonora 296.
Jacobs Kyrka 295.
Johanns 299.
Karl Johans 307.
Katarina 308.
Klara 296.
Riddarholms 293.
Solnakyrka 312.
Storkyrka 292.
Tyska Kyrka 293.
Ulrika Eleonora 309.
Confectioners 286.
Consulates 287.
Djurgård 309. 310.
Djursholm 312.
Drottninggata 296.
Electric Railway 287.
English Church 288. 299.
Environs 309.
Exchange 292.
Fishery Museum 288.
Framnäs 311.
Fredsgatan 296.
Frescati 312.
Frisens Park 310.
Geological Museum 296.
Governor's House 292.
Guards' Barracks 296.
Gustaf Adolfs Torg 294.
Gymnastic Instit. 296.
Haga 312.
Hammers Villa 310.
Handtverkare-Gatan 309.
Hasselbacken 310.
Helgeandsholmen 290.
Hotels 285.
Humlegård 299.
Kanonier-Kasern 307.
Karlberg 317.
Karl den Tolftes Torg 295.
Kastellholmen 307.
Katarina Hissen 308.
Konstförening 295.
Kornhamnstorg 293.

Stockholm:
Kött Torg 293.
Kristallsalonger 310. 288.
Kungsholmen 308.
Kungsträdgård 295.
Ladugårdslandet 295.
Lidingobrö 311.
Lifrustkammare 291
Lunatic Asylum 309.
Manilla 310.
Marieberg 309.
Mälaren, Lake 309. 314.
Mälar Torg 293.
Maria Hissen 308.
Military Hospital 309.
Mint 309.
Monuments:
Bellman 310.
Berzelius 295.
Birger Jarl 294.
Charles XII. 295.
Charles XIII. 295.
Charles XIV. John 308.
— Ericsson 296.
Gustavus Vasa 293.
Gustavus Adolphus 295.
Gustavus III. 292.
Linnæus 300.
Nordenskjöld 307.
Scheele 300.
Mosebacken 308.
Munkbro 293.
Museum of Armour 291.
Music 288.
Mynt-Torg 290.
National Library 290.
National Museum 300.
Antiques 300.
Ceramic Collection 301.
Coins 301.
Drawings 305.
Egyptian Coll. 303.
Engravings 305.
Furniture 303.
Historical Museum 300.
National-Museum:
Picture Gallery 303.
Sculptures 302.
Natural History Collection 299.
Naval School 307.
Norrbro 290.
Norrmalmen 290.
Norrtulls-Gatan 312.
Northern Museum 296. 311.
Novilla 310.
Observatory 299.
Stockholm:
Östermalm 296.
Palace, Royal 290.
— of the Crown Prince 295.
— of Industry 288. 300.
Panoptikon 288.
Panorama 288. 310.
Polytechnic 288.
Post Office 287. 296.
Railway Station 285.
Rådhuset 293.
Restaurants 285.
Riddarholmen 289. 293.
Riddarhus 293.
Riks-Archiv 294.
Riks-Bibliotek 299.
Riksdagshus 294.
Rosendal 311.
Saltsjöbaden 313.
School of Mining 299
Serafimer Lazaret 309.
Shops 287.
Sjökrigsskolan 307.
Skansen 310.
Skating Club 308.
Skeppsbron 290.
Skeppsholmen 307.
Slottsbacke 292.
Slussen 289. 308.
Söder-Mälar-Strand 308.
Södermalmen 308.
Söderström 308.
Staden 289.
Stallmästaregården 312.
Steamboats 285. 286. 287.
Stora Nygata 292.
Stortorg 292.
Strandvägen 296.
Strömparterre 286. 290.
Strömsborg 286. 294.
Svea Hall 295.
Synagogue 295.
Technical School 299.
Telegraph Office 287.
Telephone Tower 296.
Theatres 288. 295. 308.
Town Hall 293.
Tramways 286.
Trädgårds Förening 311.
Ulriksdal 312.
Vasabro 289.
Vasastad 299.
Wärtahamnen 312.
Stocksund 311. 312.
Stoholm 373.
Stokke (Sæter, in the Langedal) 142.
Stokke (near Sandefjord) 32.
Stokmarknæs 228.
Stokø 216.
Stoksund 215.
Stora Aspen 328.
— Djulö 281.
— Essingen 314.
— Lee 82. 83.
— Lule 341.
— Rör 258.
— Sundby 329.
— Tuna 336.
Storå 261.
Storbacken 341.
Stordal 139. 185.
Stordalsnæs 185.
Stordalsvik 185.
Stordø 99.
Store Aa 93.
— Aadal 158.
— Bjørga 218.
— Bjørne-Vand 5.
Storebjørn 151.
Store Bræ 132.
Storebrætind 145.
Storebro 258.
Storebrufos 48.
Store Ceciliekrona 177.
— Finkirke 242.
Storefond 39.
Store Graanaase 134.
— Grovbræ 150.
— Hest 169.
— Juvbræ 150.
— Klint 369.
— Krækjavand 45.
— Lidvand 94.
— Molla 227. 228.
— Nordmansslæbet 41.
— Nup 39.
— Rasmus 58.
— Soknefos 55.
— Sølen 75.
— Standal 188. 190.
— Sundfos 180.
— Utladal 160.
Storeløfta 61.
Storelv 24. 94. 172. 173.
— (near Molde) 196.
Storfale 72. 201.
Storfjord (Søndmøre) 182. 186.
— (Velfjord) 218.
— (Lyngenfjord) 237.
Storfond 165.
Storfors 336.
Storforshei 219.
Storfos (near Elvenæs) 245.
— (near Marok) 61. 184.
Stor-Fosen 215.
Storglanebba 197.

Stor Halleren 145.
Storhaug 128.
Storhaugfjeld 130. 134.
Storhætten 195.
Storhest 193.
Storhorn 182. 188. 190.
Storhøi 69.
Storhougfjeld 130. 134.
Storhougs Vidde 137.
Storjord 219.
Storklefstad 67.
Storlien (Sæter, near Maursæt) 41.
— (Sweden) 339. 208.
Storlivatn 167.
Stormdalsfos 219.
Stormdalshei 219.
Stornaase 139.
Stornes 218.
Storsæter 184.
Storsæterfos 184.
Storsjö (near Gefle) 335.
— (Jemtland) 280. 337.
Storsjø (Hallingdal) 43.
Storskaal 236.
Storskarven 76.
Storstenfjeld 23.
Storstennæs (Balsfjord) 232.
— (Tromsdal) 233.
Storstrøm 222.
Stor-Sund 101.
Storsveen 48.
Stortoppen 223.
Storvaagen 227.
Storvik (Sweden) 335. 337.
— (Vaagevand) 57.
Stor-Vreta 334.
Stødt 221.
Støen (Christiansand) 7.
— i Kvikne 73.
Stølsnaastinder 143.
Stølsnøsi 53. 152.
Stønjumsfos 56.
Støren 77. 74.
Størlaugpig 175.
Støvring 371.
Straabøkollen 95.
Stralsund 364.
Strand (Oldenvand) 177.
— (near Stavanger) 93.
— (Strandefjord) 51.
— (Stora Lee) 82.
— (Vraadal) 36.
Strande (Fanefjord) 188. 196.
Strandebarm 103.
Strandedal 185.
Strandefjord (Aurdal) 51.
— (Hallingdal) 43. 44.
— (Vang) 53.
Stranden 185.
Strandsfos 107.
Strandtind 229.
Strængen 35.
Stråken, Lake 274.
Strålsnäs 278.
Strångsjö 281.
Strengnäs 316.
Strib 366.
Striberg 283.
Strindenfjord 207.
Strombu 75.
Strondafjeld 138.
Strøen, Lake 42.
Strøm (Skjerstadfjord) 223.
Strømboden 75.
Strømhylla 209.
Strømmegjerdet 186.
Strømmen, (Trondhjems Fjord) 209.
— (near Hammerfest) 238.
— (near Lillestrøm) 63.
— (Ulfsfjord) 235.
Strømø 222.
Strömså 85.
Strømshavn 175.
Strömsholm 327. 329.
Strömsholms Canal 327.
Strømshorn 186.
Strømsnæs 238.
Strømsø 22.
Strömstad 84.
Strömsvatn 85.
Strømvand 161.
Struer 373.
Strupen 236.
Strynsdal 176.
Strynselv 179.
Strynskaupe 181.
Strynsvand 180.
Stuefloten 195.
Stuen (Ørkedal) 73.
Stugsund 337. 340.
Stugunøse 54.
Sturefors 279.
Sturehof, Château 315.
Stygfjeld 75.
Styggebræ 149.
Styggedalsbotn 148. 165.
Styggedalsbræ 148. 165.
Styggedalselv 165.
Styggedalsnaasi 165.
Styggedalstind 148. 165.
Styggefondfos 195.
Styggehø 163.
Styve 132.
Sukkertop (Havø) 240.
— (Hessen) 189.
Sulafjeld 216.
Suldalen 95.
Suldalsosen 95.
Suldalsporten 95.
Suldalsvand 95.
Sulefjord 189.
Sulheim, Gaard 148.
Sulheimssæter 162.
Sulenger 126. 166.
Suleskar 5.
Suletind 54. 154.
Sulitelma 223.
Suløen 189.
Sulsted 371.
Sulstuen 208.
Sund (Lofoten) 226.
— (Trondhjems-Fjord) 209.
Sundal (Nordfjord) 180. 58.
— (Nordmøre) 72. 201.
— (Maurangerfjord) 102.
Sundalen 180.
Sundalselv 72. 182.
Sundalsfjord 201.
Sundalsøren 201. 73.
Sundalssæter 180.
Sundby 224.
Sundbyberg 326.
Sunddalsfjord 45.
Sunde (Hardanger) 99.
— (Oldenvand) 177.
— (Snaasenvand) 209.
— (Strynsvand) 180.
Sundebræ 139. 177.
Sundhellerfjeld 46.
Sundkilen 35.
Sundklakstrøm 227.
Sundli 232.
Sundre i Aal 44.
Sundsæter 157. 161.
Sundstrøm 222. 226.
Sundsvall 340. 337.
Sundvolden 20.
Sunelvsfjord 182. 184.
Sunnanå 84. 331.
Sunne 283.
Suolovuobme 247.
Suoppanjarg 246.
Suphellebræ 129.
Suphelle Gaard 129.
Surendalsøren 201.
Surte 266.
Suseå 261.
Susegården 261.
Svaagen 97.
Svaahø 58.
Svaanuten 45.
Svajdalsbræ 146.
Svalöf 252.
Svalperup 250.
Svandal 94.
Svandalsflaaene 39.
Svaneke 252.
Svanesund 85.
Svanfjord 83.

Svangstrandsveien 22.
Svartå 283.
—, river 278. 283. 328.
Svartbytdal 58.
Svartdal 157. 161.
Svartdalsaaxle 157.
Svartdalsglupet 157.
Svartdalspigge 159. 157.
Svartdøla 157.
Svartediket 119.
Svartegjelsfos 55.
Svartenut 107.
Svartgjel 55.
Svarthøi 69.
Svartisen 221. 219.
Svartisvand 219.
Svartsjö 318.
Svartsundtinder 228.
Svartvikfjeld 48.
Svarvanuten 5.
Svarvestad 176. 181.
Sværefjord 128.
Sværen, Gaard 128.
Sværholtklubben 242.
Sværskard 128.
Svedala 251.
Sveen (Dalsfjord) 169.
— (Valders) 50.
Sveien 38. 39.
Sveilnaasi 149. 163.
Sveilnaaspig 149.
Svelberg 108.
Svendborg 367.
Svendstrup 371.
Svene 40.
Svenesund 40.
Svengaardsbotten 46.
Sveningsdal 217.
Svennæs 51.
Svennevad 280.
Svennørfyr 7.
Svensbro 272.
Svenskenipa 172. 173.
Svenskenvand 43. 51.
Sverresti 122.
Sviddal 171.
Svinesund 82. 84.
Svinglen 368.
Svinta 41.
Svolvær 227.
Svolværjuret 227.
Svonaae 72.
Sya 278.
Sydkraakø 216.
Sydvaranger 245.
Sylte 184. 192.
Syltefjord 243.
Syltevik 183.
Syltormen 184.
Sylvarnæs 126.
Synsnib 177.
Synstaalkirke 59.
Syrdalsfjeld 133.
Syvajärvi 247.
Syv Søstre 183. 218.

Taarbæk 362. 363.
Taarnfjeld 201.
Taasinge 367.
Taastrup 364.
Taberg 274.
Tabmokelv 232.
Tafjord 185.
Talgø 93.
Tallåsen 337.
Talvik 238.
Tamsø 241.
Tana 244. 246.
Tanafjord 242.
Tanahorn 243.
Tande 65.
Tangen 22. 64.
Tanto 282.
Tanum 84. 85.
Tara 341.
Tarasö 341.
Tarjebudal 39.
Tarv-Øer 215.
Tautra 208.
Tavsehydna 180.
Täng 338.
Tännfors 339.
Tännsjön 338.
Tången 85.
Teckomatorp 252.
Tefsjö 337.
Teidal 127.
Teigen 138. 207.
Telemarken 31.
Telnæs 76.
Tempervold 206.
Tenhult 273.
Teraak 217.
Terningmoen 74.
Terøen 99. 101.
Tesse-Elv 57.
Tessevand 57. 163.
Thelemarken 31.
Theseggen 29.
Thisted 373.
Thjøtø 218.
Thordal 59.
Thorfinsdal 157.
Thorfinshul 157.
Thorfinstind 157.
Thorfinvand 104.
Thornæs 96.
Thorø 360.
Thorsburg 326.
Thorshälla 329.
Thorkors 257.
Thorsnut 103. 106.
Thorsö 271.
Thorstadnakken 131.
Thorstrand 32.
Thorvik 197. 194.
Thosdal, Gaard 217.
Thosbotn 217.
Thosenfjord 217.
Threnen 220.
Throndenæs 231.
Throndhjem, see Trondhjem.
Thureby 365.
Tiåkersjö 84.
Tihbleberg 333.
Tida, the 270.
Tidan 272.
Tidingdal 218.
Tidingdalsfos 218.
Tierp 335.
Tierpså 335.
Tillberga 326.
Tilthorn 230.
Tiltereid 196.
Tindefjeld 62.
Tindefjeldsbræ 180.
Tinelv 27.
Tinfos 27.
Tingleff 366.
Tingsted 365.
Tingvallaö 283.
Tinoset 28.
Tinsjø 28.
Tirsbæk 369.
Tisken, Lake 332.
Tisleivand 43.
Tistedal 82. 83.
Tistedals-Elv 81. 82.
Tiveden 273.
Tjælhaug 181.
Tjællø 230.
Tjællsund 230.
Tjåmotis 341.
Tjåmotis-Jaur 341.
Tjelde 196.
Tjernagel 99.
Tjerna 333.
Tjernvigvand 5.
Tjolöholm 262.
Tjongsfjord 221.
Tjose 33.
Tjølling 32.
Tjømø 32.
Tjörn 85.
Tjugum 128.
Tjukningssuen 161.
Tjust 280.
Tobo 335.
Todalsøren 201.
Toftahougstøle 131.
Tofte 68.
Toftemoen 68.
Tokeelv 31. 36. 37.
Tokevand 7.
Tokheim 106.
Tokheimsnut 106. 108.
Toldaa 219.

Toldaadal, Nedre and Øvre 219.
Tolfstad 56.
Tolgen 76.
Tolleifsrud 48.
Tolne 372.
Tolorma 158.
Tom 262.
Tomarp 260.
Tombø 220.
Tomelilla 252.
Tomlevolden 50.
Tommasgaard 181.
Tomrefjord 190.
Tomter 79.
Tondern 366.
Tongjem 198.
Toning 176.
Tonsaas 50.
Topdalsfjord 3.
Toppen 195.
Toppö 267.
Torahella 103.
Torbæk 361.
Torenæs Sæter 128.
Torenut 103.
Torgen 217.
Torghatten 217.
Torhus 194. 198.
Torneå 342.
Torne-Elf 248. 342.
Torneå-Träsk 248.
Torpa 262.
Torpe 44.
Torpshammar 337.
Torrisdals-Elv 3. 4.
Torsåker 337.
Torsby-Bruk 283.
Torsøkile 80.
Tortuna 326.
Torup 251.
Torvig 201.
Torvløisa 184.
Tosterö 316.
Totakvand 29.
Toten 63. 127.
Tou 93.
Tømmernæs 230.
Tønjum 56. 133.
Tønna 76.
Tønnen 73.
Tönning 367.
Tønsæt 76.
Tønsberg 32. 8.
Tønsbergs Tønde 8.
Töreboda 271. 273.
Tørviknut 103.
Tösse (Dalsland) 331.
Tøsse(Aadlaudsfjord)103.
Tøtta 230.
Tøtting 370.
Traae 122.
Tramyr 210.
Tranås 278.
Tranekjær 368.
Traneryd 278.
Trankilskyrka 82.
Tranø i Hammer 230.
Trångfors 327.
Trångsviken 338.
Tredal 126.
Trekanten 257.
Trekärn 336.
Trelleborg 251.
Trengereid 120.
Tresfjord 192.
Tretten 66.
Trodalseg 128.
Troense 367.
Trogstad-Panengen 64.
Troldfjord 228.
Troldfjordsund 239.
Troldgjøl 188.
Troldheimen 201.
Troldstole 193.
Troldtinder 194. 228. 229.
Troldvand 129. 228.
Trollabruk 207.
Trollhättan 266.
—, Waterfalls of 267.
Tromø 6.
Tromøsund 7.
Tromsdal 233.
Tromsø 233.
Tromsøsund 233.
Tromstind 235.
Tronæs 105.
Trondhjem 202.
—, Plads 50.
Trondhjems-Fjord 208. 215.
Trondhjemsleden 200.
Tronfjeld 75.
Tronhusfjeld 48.
Tronstad 182.
Trosa 281.
Trøen 75.
Trøene 195.
Trøgstad 63.
Trøndelagen 203.
Trönninge 261.
Tryggestad 182. 186.
Tryggestad-Nakken 186.
Trygstad 89.
Tryssil 331.
Tryvandshøide 19.
Tudal 30.
Tuefjord 240.
Tufsen 146.
Tufte 45.
Tufte-Elv 39.
Tufto 40.
Tullgarn 281.
Tumba 281.
Tundal 131.
Tundradal 58.
Tundredalskirke 147.
Tungen 42. 206.
Tungenæs 90. 98.
Tungepigge 158.
Tunghoug 145.
Tungsæter 195.
Tunold 180.
Tunsbergdalsbræ 138.
Tunsbergdalselv 138.
Tunvald 169.
Tunvaldfjeld 169.
Turfinstinder 157.
Turtegrø-Sætre 147. 166.
Tussenut 188.
Tussefos 187. 188.
Tussevand 187.
Tusten 192.
Tusterø 199. 200.
Tustervand 218.
Tusvik 186.
Tutterø 208.
Tværbottenhorn 145.
Tværbræ 138.
Tvärdala 281.
Tværfjeld 58.
Tvååker 261.
Tvedestrand 7.
Tvedt i Aardal 93.
Tveit, Gaard 111.
Tveitafos 105.
Tveite Kvitingen 103.
Tveiten 31.
Tveithougen 110.
Tveitnut 106.
Tveito 31.
Tveraa, Nordre and Søndre 161.
Tverabøfos 60.
Tverberg 167.
Tverbræ 149.
Tvervik 222.
Tvinde 123.
Tvindefos 123.
Tvindehougen 154.
Tvingstrup 370.
Tydal 207.
Tyin, Lake 152.
Tyinsholmen 154.
Tynnelsö 316.
Tyrifjord 20. 24.
Tysdalsvand 93.
Tysfjord 230.
Tysnæsø 100.
Tyssaa 106.
Tyssedal 106. 108.
Tyssedalsnut 106.
Tyssestrenge 109.
Tystigsbræ 62.
Tytlandsvik 94.
Tyven 239.
Tyvold 77.
Tyvshelleren 219.

Uberg 7.
Uddeholm 331.
Uddevalla 85.
Uddnäs 328.
Uf, Gaard 73.
Uglehaug 194.
Uglev 373.
Ula 68.
Uladal (Jotunheim) 162.
— (Gudbrandsdal) 75.
Uladalshand 162.
Uladalsmynnet 162.
Uladalstinder 162.
Ulefos 34. 30.
Ulevaavand 39.
Ulevasbotten 46.
Ulevasnut 46.
Ulfåsa 277.
Ulfsfjord 235.
Ulfsnæs-Ø 121.
Ulfstind 235.
Ullensvang 105.
Ullersäter 328.
Ullerslev 366.
Ullvettern-Sjö 336.
Ullvø 227.
Ulnæs 51.
Ulricehamm 274.
Ulriken 114. 119.
Ulriksdal 312.
Ulsaker 43.
Ulsbjerg 73.
Ulstenkloster 98.
Ulstrup 373.
Ultuna 319.
Ulvaa 195.
Ulvedalsvand 195.
Ulvenvand 120.
Ulvestad 128.
Ulvesund 167.
Ulvik 112. 123.
Ulviksfjord 104. 111.
Ulvin 64.
Ume-Elf 339. 340.
Umeå 340.
Undals-Elv 89.
Underdal 133.
Undersåker 338.
Undersåkersså 338.
Unhjem 194.
Upperudhölja 83.
Upphärad 266.
Upsala 319.
—, Gamla 322.
Urahjerg 144.
Uradal 143. 144.
Uradalsmulen 144.
Uradøla 144.
Uranaashræ 155.
Uranaase 155.
Uranaastind 155. 144.
Urdviken 5.
Ure 227.
Urebjerg 227.
Urehotn 102.
Urke 188.
Urkedal 188.
Urnæs 136.
Urtfjeld 219.
Urtvand 219.
Uskedal 101.
Ustadal 40. 45.
Ustadals-Elv 45.
Ustavand 45.
Usteberg 45.
Utbøen i Siljord 31.
Utfjord 175.
Utigaard 75. 199.
Utigardsfos 179.
Utla 142. 145.
Utladal 144. 143. 160.
—, Vetle 145.
Utmeland 334.
Utne 105.
Utnefjord 105.
Utö 314.
Utrovand 53.
Utsire 98.
Uttersberg 328.
Utviken 173. 175.

Vaa 29.
Vaaer 29.
Vaage (Suldalsvand) 96.
— (Vaagevand) 56.
Vaageboden 160.
Vaagekalle 227.
Vaagen (Lofoten) 227.
— (Stavanger) 91.
Vaagestrand 192.
Vaagevand (Gudbrandsdal) 57.
— (Nordland) 222.
Vaagsfjord (Vesteraalen) 230. 231.
Vaagsø 167.
Vaalaelv 67.
Vaalandshoug 92.
Vaalefos 178.
Vaalhougen 67.
Vaatedal 172. 173.
Vadheim 126. 169.
Vadheimsdal 169.
Vadheimsfjord 126.
Vadsø (Finmarken) 244.
— (Stavanger) 93.
Vafos 38.
Vagastind 236.
Vagge 244.
Vaggeryd 261.
Vagsvik 185.
Vaiki-Jaur 341.
Vaikijaurby 341.
Vakern 336.
Valdal 185.
Valde 94.
Valderø 189.
Valders 48.
Valdersfly 161.
Valdershorn 48.
Valdersund 215.
Valegas-Javre 245.
Vallagjerdet Sæter 137.
Vallavik 109.
Valle 5.
Vallø 8.
Vamdrup 366.
Van 336.
Vanddal 138.
Vanelven 167.
Vanelvsfjord 167.
Vanelvsgabet 168.
Vang 52.
Vangsen 138.
Vangsmjøsen 52.
Vangsnaes (Sognefjord) 127. 130.
— Hotel (Valders) 52.
Vangsvand 104. 121.
Vannenvand 43.
Vannø 235.
Vansbro 336.
Varaldsø 101.
Varangerfjord 244.
Varberg 110.
Vardefjeld 243.
Vardekolle 21.
Vardesjø 71.
Vardetoppen 223.
Vardø 243.
Vardøhus 243.
Varjag-Njarga 243.
Vartdal 190.
Vartdalsfjord 189.
Varveke Hut 341.
Vashotnfjeld 224.
Vasbygd 133.
Vasbygdvand 46. 133.
Vasdalseggen 38.
Vasdalselv 39.
Vasenden (Breumsvand) 172.
— (Byglandsfjord) 4.
— (Loenvand) 178.
— (Lake Tyin) 152.
— (Vasbygdvand) 46.
Vasendenfos 109.
Vasends-Sæter 43.
Vasfjæren 104. 112.
Vashoved 232.
Vassbakken 271.
Vass-Sæter 40.
Vasvendingen 61.
Vatne 190.
Vatnesæter 104.
Vatnevand 190.
Vatsaas 217.
Vatsvenddal 61.
Vatsvendeggen 59. 61.

Vattenbygden 223.
Vaxdal 121.
Väderöar 85.
Väfversunda 276.
Væfos 108.
Vægen 218.
Væglikirke 40.
Værdal 208. 209.
Værdalsøren 209.
Værholm 126.
Værmofos 195.
Værø (Lofoten) 226.
— (Søndfjord) 166.
Veberød 252.
Veblungsnæs 193.
Vedbæk 362. 363.
Vednisfjeld 52.
Vefsenfjord 218.
Vegge 95.
Veggerløse 365.
Veile 369.
Veilefjord 369.
Veirhalden 190.
Veitestrandsskar 136. 129.
Veitestrandsvand 136. 129.
Veldre 65.
Velfjord 218.
Velle 186.
Velledal 186.
Vellesæterhorn 186. 188.
Vemb 373.
Vemelsvik 174.
Venge 194.
Vengedal 194.
Vengetind 194.
Venø 373.
Venset 223.
Veø 197.
Verlo i Utviken 173. 175.
Vesleaa 52.
Vesle Aadal 157.
— Bygdal 180.
Veslefjeld 160.
Veslehorn 43.
Vestad 192.
Vestby 79.
Vestenfjeldske Norge 41. 89.
Vesteraalen 225. 228.
Vesteraasbræ 184.
Vesteraasdal 61. 184.
Vestfjord 225. 229.
Vestfjorddal 28.
Vestfossen 25.
Vestgårde 335.
Vestnæs 192.
Vestra Dal-Elf 336.
Vestre Slidre 51.
Vestvaagø 226.
Vestvær 227.
Veta-Aas 56.
Vetanaase 134.
Vetlefjord 128.
Vetlefjordsbræ 128.
Vetlenibben 138.
Vetlevand 109.
Vetljuvbræ 149.
Vetti, Gaard 142.
Vettisfos 142.
Vettisgalder 143.
Vettisgjel 142.
Vettismorkasæter 143.
Veum 5. 36.
Viavande 59.
Viborg 373.
Viby 365.
Victoriahavn 230.
Viddal 188.
Videdal 62. 180.
Viden 62.
Vie 210.
Viefjeld 170.
Vie-Sæter 62.
Vierbotten 46.
Vigdal 137.
Vigdalssæter 137.
Vigdøla 138.
Vigholmen 220.
Vigland, Gaard 4.
Vigten 216.
Vik (Eidfjord) 109.
— (Folsjø) 27.
— (Gudbrandsdal) 67.
— (Helgeland) 217.
— (Nisserdal) 36.
— (Sognefjord) 127.
— (Søvdefjord) 167.
— (Steensfjord) 21.
— (Suldalsvand) 95.
— (Viksvand) 169.
Vika 336.
Vikarby 335.
Vikebugt 106.
Vikedal 95. 135.
Viken (Eikisdal) 198.
— (Merakerbane) 207.
— (Tresfjord) 192.
— (i Valle) 5.
Viker 47.
Vikersund 23.
Vikesaxel 198.
Vikevik 99.
Vikingnæs 103.
Vikmanshyttan 336.
Viko 43.
Vikør 103.
Viksdal 128.
Viksøren 127.
Viksvand 128. 169.
Vildmose 371.
Villand, Gaard 45.
Vilure 106.
Vimo 336.
Vinæs 104.
Vindaasborn 60.
Vindalsbugd 32.
Vindaxel 109.
Vindeby 367.
Vindedal 134.
Vindedalssæter 134.
Vindefjord 95.
Vindegg 30.
Vinderup 373.
Vindhelle 55.
Vindkärn 337.
Vindrekken 128.
Vinger 78.
Vingersø 78.
Vingnæs 81.
Vinje (Slyngsfjord) 185.
— (Vinjevand) 31.
— (i Voss) 124.
Vinjefjord 201.
Vinjevand 31.
Vinkefjord 229.
Vinsnæs 52.
Vinstra 72. 161.
Vintertun 99.
Virumdal 201.
Visa 163.
Visa-Sæter 180.
Visdal 145. 162.
Visdalssætre 163.
Viskaå 261.
Viskafors 261.
Visnæs 176.
Vistdal 197.
Vistdalsfjelde 197.
Vittsjö 255.
Vogsli Hotel 38.
Vogslivand 38.
Vold 122. 193.
Voldbo 155.
Voldedal 133.
Volden (Vestre Slidre) 151.
— (Gudbrandsdal) 57.
— (Voldenfjord) 190.
Voldenfjord 190.
Voldfjeld 222.
Voldsæter 182.
Vomtind 230.
Vora 173.
Vordingborg 365.
Vormelid 144.
Vormen 63. 74. 78.
Vorvik 96.
Voss 121.
Vosseelv 121.
Vosseskavl 112.
Vossestrands-Elv 123.
Vossevangen 122.
Vøringsfos 140.
Vraa 371.
Vraadal 36.
Vraavand 36.
Vrangfos 35.

Vuludalselv 59.
Vuluvand 59.
Vuolla-Njunnes 246.
Vuorie-Tjok 246.
Vuorjem 246.

Waberg 271.
Wadsbo 272.
Wadsbro 330.
Wadstena 276.
Waksala 317.
Walbo 335.
Waldemaren, Lake 281.
Walla 281.
Wallberga 260.
Wallstå 337.
Walskog 328. 329.
Wammeln, Lake 281.
Warberg 261.
Warnemünde 364.
Warnhemskyrka 272.
Warnumsviken 283.
Warpan, Lake 332.
Wartofta 274.
Wassbotten 269.
Wasselhyttan 328.
Wattholma 334.
Wattjom 340.
Waxholm 313.
Wänge 336.
Wännäs 339.
Wäring 272.
Wäsby 317.
Wäse 283.
Wårgårda 272.
Wårvik 276.
Wedevåg 328.
Wefungen, Lake 328.
Wegeå 260.
Wegeholm 260.
Wein 82.
Weinge 261.
Welanda 266.
Wendel 334.
Wendelsjö Fjord 262.
Wenern, Lake 269. 83 84. 283.
Wenersborg 269. 83.
Wermdö 313.
Wermelen-Sjö 282.
Wermland 282. 331.
Wermlandsbro 331.
Wermlands-Rämen 336.
Wernamo 261.
Wessman, Lake 332.
Westanfors 328.
Westerås 327.
Westerbotten 340.
Westerqvarn 327.
Westervik 280.
Westgårde 335.
Westra Wäggar 276.
Wettern, Lake 274.
Wettersborg 276.
Wexiö 256.
Wexnesjö 337.
Wibetorp 258.
Wiken, Lake 271.
Wikersvik 283.
Wimmerby 258.
Windel-Elf 339.
Windeln 339.
Wingåker 273.
Wiren 273.
Wirsbo 328.
Wisby 324.
Wisingsborg 275.
Wisingsö 275.
Wiskan 340.
Wislanda 256.
Wismen, Lake 283.
Wittinge 336.
Wombsjö 252.
Woxna-Elf 337.
Woxtorp 258.
Woyens 366.
Wrena 330.
Wretakloster 277.
Wretstorp 273.

Ydby 373.
Ymesfjeld 145. 149.
Yngen, Lake 336.
Yri, Gaards 177.
Yrinib 177.
Yrkefjord 95.
Ystad 251.
Ytre Bakken 132.
— Dalen 169.
— Eide 179.
— Frøningen 134.
— Kroken 136.
— Samlen 103.
— Vadsø 244.
— Vigten 216.
Ytredal 184.
Ytterån 338.
Ytterdalssætre 146.
Ytterø 208.
Ytterøfjord 209.
Ytter-Selö 316.
Yxlandsvand 169.

Zarijokjavre 246.
Zaurisstue 246.

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Sketch

of

Norwegian and Swedish

Grammar,

with

Vocabulary and List of Phrases.

Contents.

I. The Language of Norway.
II. The Language of Sweden.
III. Vocabulary.
IV. Short and Useful Phrases.

This cover may be detached from the rest of the book by severing the yellow thread which will be found between pp. 24, 5.

I. Language of Norway.

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mal*, afterwards known as the *Dönska Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians 'Old Norsk', was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive Old Norsk. In Denmark the original Dönska Tunga had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjælandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814 when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the Old Norsk speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day therefore the language of the country is Danish, although the natives prefer to call it Norsk, but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *genere sig* (se gêner), *Kandidat* (candidat), *Kontor* (comptoir), *Kritik* (critique), *Kvarter* (quartier), *Præst* (presbyter); but some of these have

been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark: —

'Min norske Vinter er saa vakker:
De hvide snebedækte Bakker
Og grønne Gran med pudret Haar
Og trofast Is paa dybe Vande
Og Engledragt paa nøgne Strande
Jeg bytter neppe mod en Vaar'.
J. N. Brun.

Literal translation:
My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angel-garb on barren shores, I would hardly exchange for spring.

Ja! herligt er mit Fødeland,
Den gamle klippefaste Norge
Med Sommerdal og Vinterborge,
Der evig trodser Tidens Tand.
Om Kloden rokkes end, dets Fjelde
Skal Stormen dog ej kunne fælde'.
S. O. Wolff.

Literal translation:
Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe be shaken, the storm shall be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though much less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will be found very unsatisfactory in Norway and still more so in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scotch provincialisms, should be provided both with an English-Danish (*Rosing's*, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (*Ferrall & Repp's*, 3rd edit.; Copenhagen, 1867), and with *Ivar Aasen's* copious and instructive 'Norsk Ordbog' (2nd edit., Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, thongh necessarily brief and imperfect, will probably suffice.

Pronunciation. The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like *y*; *j* is pronounced like the English *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, *o*, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a syllable is generally mute, as *Fladbrød* (pron. Flabrø), *sidst* (pron. sist), *hende* (pron. henne); *g* at the end of a syllable is often inaudible, as *deilig* (pron. deili), *farlig* (pron. farli), while *eg* is softened to *ei*, as *jeg* (pron. jei), *egen* (pron. eien), and, in conversation, *mig*, *dig*, *sig* are corrnpted to mei, dei, sei; *s* after *r* is pronounced almost like *sh*; lastly, in *det*, the *t* is usnally mute, and *de* is pronounced *di* (dee).

The VOWELS *a*, *e*, and *i* are pronounced (as in French and German) ah, eh, ee; o is sometimes pronounced oo (as in boot), sometimes o (as in hole), and when short it is like the short English o (in hot), but less open; in *ai*, *ei*, *oi*, each letter is prononnced distinctly; *u*, when long, is somewhat like the u in lute, with an approach to the French u, and when short it resembles the French eu or the English i in bird; *y*, when long, is like the French u, and when short it is indistinguishable from the short *ø*. The sound of *aa* is that of the long English o; *æ* is like *e*, but more open (as in where); *ø*, sometimes written ö when the sound is more open, has the sound of the German ö or the French eu. These two last letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the *u*, and it requires some practice to distinguish between words in which *o* is pronounced oo and those in which it pronounced as in English.

Genders. There are two genders, the common (inclnding masculine and feminine) and the neuter.

Articles. The INDEFINITE is *en* (c.) or *et* (n.), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The DEFINITE is *den* (c.), *det* (n.), *de* (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gode Mand* (the good man), *det unge Barn* (the young child), *de gamle Konger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to

the substantive, as *Manden* (the man), *Barnet* (the child), *Kongerne* (the kings), *Gaardene* (the farm-houses).

Substantives. All substantives are spelled with an initial capital. The genitive, both singnlar and plural, usually ends in *s*, as *Kongens Mildhed* (the king's clemency), *Mændenes Heste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge*, *-r*, *Kvinde*, *-r*; others add *er*, as *Blomst*, *-er*; others *e*, as *Hest*, *-e*; and many neuter nouns remain unchanged in the plural, as *Sprog* (language), *Hus* (honse). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder*, *Fod* (pron. oo; foot), *Födder*, *Bog* (pron. o; book), *Bøger*, *Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hat* (hat), *-te*, *Ven* (friend), *-ner*, *Gut* (Norw., boy), *-ter*.

Adjectives. Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en god Hest*, *et stort* (large) *Hus*; if, however, the adjective terminates in *e*, *o*, *u*, or *y*, it remains unchanged in both genders, as *en lille Hest*, *et lille Barn*, *en sky* (shy) *Hest*, *et bly* (shy) *Barn*; but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added, unless they terminate in *e*, *o*, *u* or *y*; as *den gode Hest*, *det store Hus*, *de smukke smaa Børn* (the pretty little children), *vakre* (contracted from *vakker -e*) *Fjorde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset er* (is) *stort*, *Hestene er store*.

The Comparative and Superlative are formed by adding *re* or *ere* and *rt* or *est* to the positive; as *glad* (glad), *gladere*, *gladest*; *rig* (rich), *rigere*, *rigest*; bnt in some cases they are formed by prefixing *mēr* and *mēst* to the positive, as *elsket* (beloved), *mer elsket*, *mest elsket*. The radical vowel is sometimes modified; as *stor*, *større*, *størst*; *faa* (few), *færre*, *færrest*. Several adjectives are irregularly compared: *god*, *bedre*, *bedst*; *ond* (bad), *værre*, *værst*; *gammel* (old), *ældre*, *ældst*; *lille* (small), *mindre*, *mindst*; *megen*, *meget* (much), *mer*, *mest*; *mange* (many), *flere*, *fleste*.

Numerals. The Cardinal Numbers are: *en* or *een* (n. *et*), *to*, *tre*, *fire*, *fem*, *sex*, *syv*, *otte*, *ni*, *ti*, *elleve*, *tolv*, *tretten*, *fjorten*, *femten*, *sexten*, *sytten*, *atten*, *nitten*, *tyve* (twenty); *en og tyve*, *to og tyve*, etc.; *treti (tredive)*; *firti (fyrretyve)*, *femti* (or *halvtresindstyve*, *i. e.* 'halfway between twice and three times twenty', or 'thrice twenty all but a half of twenty'; the word used in Denmark, and often contracted to *halvtres*), *sexti (tresindstyve*, or *tres)*, *sytti (halvfjersindstyve*, or *halvfjers)*, *otti (firsindstyve*, or *firs)*, *nitti (halvfemsindstyve*, or *halvfems)*, *hundrede*, *tusinde*.

ORDINAL NUMBERS. *Den*, *det*, *de første*, *anden* (pl. *andre*), *tredie*, *fjerde*, *femte*, *sjette*, *syvende*, *ottende*, *niende*, *tiende*, *ellevte*, *tolvte*, etc.; *tyvende*, *trediende*, *firtiende*, *femtiende* (or *halvfresindstyvende*), etc.; *hundrede* and *tusinde* undergo no alteration.

FRACTIONS. *En halv* (1/2, adj.; the subst. is *en Halvdel*); *halvanden* (1 1/2, 'another all but half'); *halvtredie* (2 1/2, 'a third all but half'), or *to og en halv*; *halvfjerde*, or *tre og en halv*; *en Trediedel* (1/3); *en Fjerdedel* (1/4, or en *Fjerding*, *en Kvart*, or *et Kvartér*); *en Femtedel*; and so on, *del* (part) being added to the ordinals.

Pronouns. PERSONAL. Nom. sing. *jeg* (I), *du* (thou), *han* (he), *hun* (she), *den* or *det* (it); pl. *vi*, *I*, *de*. Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den* or *det*; pl. *os*, *eder*, *dem* or *sig*. Gen. sing. *hans*, *hendes*, *dens* or *dets*; pl. *deres* (their).

Sig is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as *Du*, pl. *I*, but in ordinary society *De* (literally 'they'), with the verb in the singular, is always used. In this sense the accusative of *De* is *Dem*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

POSSESSIVE. *Min* (my), *mit*, pl. *mine*; *din* (thy), *dit*, pl. *dine*; *sin* (his, her, or its), *sit*, pl. *sine*; *vor* (our), *vort*, pl. *vore*; *jer* (your), *jert*, pl. *jere* (colloquial); *deres* (their); *Deres* (your, in the polite form of address).

DEMONSTRATIVE. *Den*, *det* (this), pl. *de*; *denne*, *dette* (that) pl. *disse*; *hīn* or *hiin*, *hint* (that), pl. *hine*; *samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saadan*, *saadant* (such a one), pl. *saadane*.

RELATIVES. *Som* (who, whom, which, nom. and acc.) and *der* (who, which, nom. only) are indeclinable; *hvilken*, *hvilke*, *hvilket* (who, whom, which, nom. or acc.), pl. *hvilke*; *hvis* (whose, of which, sing. or pl.); *hvad* (what), indeclinable.

INTERROGATIVES. *Hvo* or *hvem* (who, whom), indeclinable; *hvilken*, *hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

INDEFINITE. *Man* (one, they, nom. only); *en* or *et* (one); *nogen* (some, somebody, some one), *noget* (some, something), pl. *nogle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), no plural; *anden*, *andet* (other), pl. *andre*; *hver*, *hvert*, *enhver*, *enhvert* (each, every; each one, every one); *al*, *alt* (all), pl. *alle*; *det*, *der* (it, with impers. verbs), as *det regnes* (it rains), *der siges* (it is said), *der skrives* (it is written).

Verbs. AUXILIARY. *At have* (to have); pres. indic. *har*, pl *have*; imperf. *havde*; perf. *har* or *have havt*; fut. *vil* or *skall*, pl. *ville* or *skulle*, *have*; imperat. *hav*, pl. *have*; partic. *havende*, *havt*.

At være (to be); pres. ind. *er*, pl. *ere*; imperf. *var*, pl. *være*; perf. *har* or *have været*; fut. *vil* or *skall*, *ville* or *skulle*, *være*; imperat. *vær*, pl. *værer*.

At skulle (to be about to, to be obliged); pres. *skall*, pl. *skulle*; imperf. *skutde*; perf. *har* or *have skullet*.

At ville (to be about to, to be willing); pres. *vil*, pl. *ville*; imperf. *vilde*; perf. *har* or *have villet*.

At kunne (to be able); pres. *kan*, pl. *kunne*; imperf. *kunde*; perf. *har* or *have kunnet*; fut. *vil* or *skall*, *ville* or *skulle*, *kunne*.

At maatte (to be obliged); pres. *maa* (must); imperf. *maatte*; perf. *har* or *have maattet*.

At turde (to be allowed, to dare); pres. *tør* (may, dare); imperf. *turde* (might, dared).

At burde (to be bound, to be under an obligation); pres. *bør* (ought, etc.); imperf. *burde* (ought etc.).

The verb *faae* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrevet* (when I shall have written).

The verb *blive* (to become) is sometimes used to form the passive voice, as *han bliver*, *blev skadet* (he is, was hurt).

Conjugations. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ede* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* where the imperf. takes no affix whether modifying the radical vowel or not).

Elske (love); pres. *elsker*, *elske*; imperf. *elskede*; perf. *har* or *have elsket*; partic. *elsket*, pl. (when used as adj.) *elskede*.

Tale (speak); pres. *taler*, *tale*; imperf. *talte*; perf. *har* or *have talt*; partic. *talt*, pl. *talte*.

Komme (come); pres. *kommer*, *komme*; imperf. *kom*; perf. *er kommen*, neut. *kommet*, pl. *ere komne*.

Stjæle (steal); pres. *stjæler*, *stjæle*; imperf. *stjal*; perf. *har* or *have stjaalet*; partic. used as adj. *stjaalen*, *stjaalet*, *stjaalne*.

The imperfect participle is formed by adding *nde* to the infinitive (as *elksende*, *kommende*). The imperative singular is the root (as *tal*, *stjæl*), to which *er* is added in the plural (as *elsker*, *kommer*).

Elskes (be loved); pres. *elskes*, or *bliver elsket*, *blive elskede*; imperf. *elskedes* or *blev elsket*, *blev elskede*.

Tales (be spoken), pres. *tales*, or *bliver talt*, *blive talte*; imperf. *taltes*, or *blev talt*, *blev talte*.

The following **List of Verbs** in frequent use includes a number of weak and strong, regular and irregular. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være*.

Accompany, *ledsage*, *ledsagede*, *ledsaget*. Alight, *stige ned (steg*, *steg-en*, *-et*, *-ne)*; *stige ud*. Arrive, *ankomme*, *ankom*, *ankom-men*, *-met*, *-ne*. Ascend, mount, *stige*, *steg*, *steg-en*, *-et*, *-ne*. Ask, *spørge*, *spurgte*, *spurgt*. Awake (trans.), *vække*, *vakte*, *vakt*.

Become, *blive*, *bleu*, *blev-en*, *-et*, *-ne*. Beg, *bede*, *bad*, *bedt*, *-e*. Believe, *troe*, *troede*, *tróet*. Bind, *binde*, *bandt*, *bundet*, *bund-en*, *-et*, *-ne*. Blow, *blæse*, *blæste*, *blæst*. Boil, *koge*, *kogte*, *kogt*. Break, *brække*, *brak*, *brækket*, *bruk-ken*, *-ket*, *-ne*; *slage itu (stog, slaget, slag-en, -et, -ne)*. Bring, *bringe*, *bragte*, *bragt*. Buy, *købe*, *købte*, *købt*.

Call, shout, *raabe*, *raabte*, *raabt*, *-e*; see also 'name'. Carry, *bære*, *bar*, *baaret*, *baar-en*, *-et*, *-ne*. Change, *skifte*, *skiftede*, *skiftet*; *bytte*, *byttede*, *byttet*; change (money) *vexle*, *vexlede*, *vexlet*. Come, *komme*, *kom*, *kom-men*, *-met*, *-ne*. Count, *tælle*, *talte*, *talt*. Cost, *koste*, *kostete*, *kostet*. Cut, *skjære*, *skar*, *skaaret*, *skaar-en*, *-et*, *-ne*.

Demand, ask (a price, etc.), *forlange*, *forlangte*, *forlangt*, *-e*. Depart, see 'start'. Descend, *stige ned (steg, stegen)*. Dismount, *stige af*, *stige ned*. Do, *gjøre*; pres. *gjør*, *gjøre*; *gjorde*, *gjort*. Drink, *drikke*, *drak*, *drukket*, *druk-ken*, *-ket*, *-ne*. Drive (a carriage), *kjøre*, *kjørte*, *kjørt*, *-e*. Dry, *tørre*, *tørrede*, *tørret*.

Eat, *spise*, *spiste*, *spist*, *-e*, or *æde*, *aad*, *ædt*, *-e*.

Fear, *frygte*, *frygtede*, *frygtet*. Find, *finde*, *fand*, *fundet*, *fund-en*, *-et*, *-ne*. Fish, *fiske*, *fiskede*, *fisk-et*, *-ede*. Follow, *følge*, *fulgte*, *fulgt*, *-e*. Forget, *glemme*, *glemte*, *glemt*, *-e*. Freeze, *fryse*, *frøs*, *fruss-en*, *-et*, *-ne*.

Get, *faa*, *fik*, *faaet*; get down, *stige ned (steg, steg-en, -et, -ne)*; get in, *stige ind*; get up, *stige op*; get on, *komme frem (kom, kom-men)*. Give, *give*, *gav*, *givet*, *giv-en*, *-et*, *-ne*. Go, *gaa*, *gik*, *gaaet*.

Help, *hjælpe*, *hjalp*, *hjulpet*, *hjulp-en*, *-et*, *-ne*. Hire, *hyre*, *hyrede*, *hyret*; *leie*, *leiede*, *leiet*. Hold, *holde*, *holdt*, *holdt*, *-e*. Hope, *haabe*, *haabede*, *haabet*.

Jump, *springe*, *sprang*, *sprunget*, *sprung-en*, *-et*, *-ne*.

Keep, *behotde*, *beholdt*, *beholdt*. Knock, *banke*, *bankede*, *banket*. Know (a fact), *vide*; pres. *vēd*, *vide*; *vidste*, *vidst*; (a person, a place, etc.) *kjende*, *kjente*, *kjent*.

Lay, put, *lægge*, *lagte*, *lagt*, *lagd*, *-e*; lay hold, *tage fat paa* (see 'take'). Learn, *lære*, *lærte*, *lært*. Leave, *forlade*; leave behind, *efterlade*; see 'let'. Let, *lade*, *lod*, *ladet*, *ladt*, *-e*; let go, let fall, *stippe*, *slap*, *sluppet*, *slup-pen*, *-pet*, *-ne*. Lie, *ligge*, *lag*, *ligget*. Light, kindle, *tænde*, *tændte*, *tændt*, *-e*. Like, *synes (om)*, *syntes*; or *like* (Norw.), *likte*, *likt*. Lose, *tabe*, *tabte*, *tabt*, *-e*.

Make, see 'do'. Mend, *istandsætte (sat, sat)*; *reparere*, *reparerede*, *repareret*; *udbedre*, *udbedrede*, *udbedret*. Mistake, make a mistake, *tage feil (tog, taget)*. Mount, *stige*, *steg*, *stegen*; (on horseback) *sidde op (sad, siddet)*.

Name, call, *kalde*, *kaldte*, *kaldt*, *-e*. Named or called (to be), *hedde*, *hed*, *hedt*, *-e*.

Open, *aabne*, *aabnete*, *aabnet*, *-e*. Order, *bestille*, *bestillede*, *bestillet*.

Pay, *betale*, *betalte*, *betalt*, *-e*. Pronounce, *udtale*, *udtalte*, *udtalt*, *-e*. Put, *sætte*, *sat*, *sat*, *-te*; see also 'lay'; put to (horses), *spænde*, *spændte*, *spændt*.

Rain, *regne*, *regnete*, *regnet*. Read, *læse*, *læste*, *læst*. Reckon, *regne*, *regnede*, *regnet*. Require, *behøve*, *behøvde*, *behøvt*, *-e*. Rest, *hvile*, *hvilede*, *hvilt*. Return (intr.), *komme* or *gaa tilbage*. Ride, *ride*, *red*, *redet*, *red-en*, *-et*, *-ne*. Roast, *stege*, *stegte*, *stegt*. Row, *roe*, *roede*, *roet*. Run, *løbe*, *løb*, *løbt*.

Say, *sige*, *sagte*, *sagt*, *-e*. See, *see*, *saa*, *seet*, *-e*. Seek, *søge*, *søgte*, *søgt*. Sell, *sælge*, *solgte*, *solgt*. Send, *sende*, *sendete*, *sendet*, *-e*. Set, see 'put'. Shoot, *skyde*, *skjød*, *skudt*, *-e*. Shut, *lukke*, *lukkede*, *lukk-et*, *-ede*. Sit, *sidde*, *sad*, *siddet*. Sleep, *sove*, *sov*, *sovet*. Smoke (intrans.), *ryge*, *røg*, *røget*; (trans.) *røge*, *røgte*, *røgt*. Snow, *sne*, *snēte*, *snēt*. Speak, *tale*, *talte*, *talt*, *-e*. Stand, *staae*, *stod*, *staaet*. Start, *afgaa*, *afgik*, *afgaaet*; or *gaa bort*, *gaa afsted*. Stop (trans. or intrans.), *standse*, *standsede*, *stands-et*, *-ede*.

Take, *tage*, *tog*, *toge*, *taget*, *tag-en*, *-et*, *-ne*; take care of, *sørge*, *sørgede*, *sørgt (for)*. Think, *tænke*, *tænkte*, *tænkt*. Travel, *reise*, *reiste*, *reist*. Try, *forsøge*, *forsøgede*, *forsøgt*.

Understand, *forstaae*, *forstod*, *forstaa-et*, *-ede*. Use, *bruge*, *brugede*, *brugt*. — Wait, *vente*, *ventete*, *ventet*. Wash, *vadske*, *vadskede*, *vadsk-et*, *-ede*. Wish, *ønske*, *ønskede*, *ønsk-et*, *-ede*. Write, *skrive*, *skrev*, *skrevet*, *skrev-en*, *et*, *-ne*.

Adverbs. The neuter forms of adjectives are used as adverbs; as *gōd* (good), *gŏdt* (well); *langsom* (slow), *langsomt* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Godt* or *vel* has *bedre*, *bedst*; *ilde* (ill), like *ond* or *daarlig*, has *værre*, *værst*; *gjerne* (willingly), *hellere* (rather), *helst* (most willingly, rather, especially).

The following are in very frequent use: —

Place. About, *omtrent*; above, *ovenpaa*; after, *efter*; around, *omkring*; at home, *hjemme* (indicating *rest*, like several other adverbs ending in *e*, while without the *e* they indicate *motion*); away, *bort*, *borte*; back, *tilbage*; below, *nedenunder*; down, *nēd*, *nede*; everywhere, *overalt*; far, *langt*; far from here, far distant, *langt herfra*; here, *her*; home, *hjem*; in, *ind*, *inde*; near, *nær*; nowhere, *ingensteds*; out, *ud*, *ude*; past, *forbi*; there, *der*; thither, *did*; up, *op*, *oppe*; where, *hvor*; within, *inde*.

Time. About, *omtrent*; afterwards, *siden efter*; again, *atter*, *igjen*; always, *altid*; already, *allerede*; before, *før*; early, *tidligt*; immediately, *strax*; last year, *ifjor*; late, *sēnt*; long, *længe*; nearly, *næsten*; never, *aldrig*; now, *nu*; often, *ofte*, *tidt*; once, *engang*; seldom, *sjælden*; sometimes, *undertiden*; soon, *snart*; still, *endnu*; the day after to-morrow, *iovermorgen*; the day before yesterday, *iforgaars*; then, *da*, *paa*, *den Tid*; this evening, *iaften*; this morning, *imorges*; to-day, *idag*; to-morrow, *imorgen*; twice, *to Gange*; when (interrogative), *naar*, *hvad Tid*; yesterday, *igaar*.

Manner, Degree, etc. A little, *noget*; also, *ogsaa*; also not, *heller*, *ikke*; altogether, *i Alt*, *i det hele tagit*, *altsammen*; broken

(in two), *itu;* downhill, *nedad (Bakken);* how, *hvorledes;* little, *lidt;* much, *meget;* no, *nej;* not, *ikke;* not at all, *slet ikke;* of course, *naturligvīs;* only, *kun;* particularly, *især;* partly, *dēls;* perhaps, *kanske, maaske;* possibly, *muligvīs;* probably, *rimeligvīs;* quickly, *hurtigt (fōrt);* so, thus, *saaledes;* softly (gently, slowly), *sagte;* straight on, *ligefrem;* together, *tilsammen;* too (much, etc.), *for* (*meget*, etc.); uphill, *opad (Bakken);* very, *meget;* why, *hvorfor;* yes, *ja, jo* (the latter being used in answer to a question in the negative or expressing doubt).

Prepositions. Among the most frequent are: —

About, *om;* above, *over;* after, *efter;* among, *blandt;* at, *i, paa, ved;* at (of time), *om;* behind, *bag;* between, *mellem;* by, at the house of, *hos;* by, near, *ved;* by, past, *forbi;* during, *om, under;* for, in front of, *for;* from, *fra;* in, *i;* instead of, *istedenfor;* near, *nær, ved;* of, from, *af;* on, *paa;* opposite, *ligeover for;* over, upwards of, *over;* past, *forbi;* round, *rundt om;* since, *siden:* through, *gjennem;* till, *indtil* (not till, *ikke før);* to, *til;* towards, *mod;* under, *under;* upon, *paa;* with, *med.*

Conjunctions. The most important are: —

After, *efterat;* although, *skjøndt;* and, *og;* as, *da;* as — as, *saa — som;* because, *fordi;* before, *før;* but, *men;* either — or, *enten — eller;* for, *thi;* if, *om, dersom, hvis;* in order that, *for at;* or, *eller;* since (causal), *fordi, efterdi,* (of time) *siden;* so, *saa;* than, *end;* that, *at;* till, until, *indtil;* when (with past tense) *da,* (with present or future) *near;* where, *hvor;* while, *medens.*

Interjections. Ah, alas, *ak;* indeed, *ih, jasaa, virkelig;* not at all, far from it, don't mention it, *langt ifra, ingen Aarsag;* of course, certainly, *kors, bevars;* pardon, *om Forladelse;* please, *vær saa good, vær saa artig;* thanks, *Tak* (many, *manye*); true, *det er sandt;* what a pity, *det er Synd!*

II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The latter, however, is derived much more purely and directly from the original Gothic tongue, and is therefore much more interesting to philologists.

Articles. The INDEFINITE ARTICLE is (m. and f.) *en,* (n.) *ett;* as *en karl,* a man; *ett barn,* a child.

The DEFINITE ARTICLE is (m. or f.) *en* (or *n* after a vowel), and (n.) *et* or *ett*, affixed to the substantive; as *konungen,* the king; *flickan,* the girl. Preceding an adjective, the definite article is (m. or f.) *den,* (n.) *det,* (pl.) *de;* but the substantive which follows still retains its affix; as *den gode konungen, det lilla barnet* (the little child), *de sköna flickorna* (the pretty girls).

Substantives. The genitive, both singular and plural, usually

ends in *s*; as *barnets moder*, *konungens godhed*, *presternas böckar* (the priests' books).

The plural is formed by adding *or*, *ar*, *er*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krona*, *kronor*; *gosse* (boy), *gossar*; *lind* (lime-tree), *lindar*; *prest*, *prester*; *knä* (knee), *knän*; *hus* (house), pl. *hus*. Among the irregular plurals the commonest are *man*, *män*; *öga* (eye), *ögon*; *öra* (ear), *öron*; *bok* (book), *böckar*; *fot* (foot), *fötter*; *nat* (night), *nätter*; *gås* (goose), *gäss*.

Adjectives. After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case *t* is added; as *en ung man*, *en skön flicka*, *ett artigt barn* (a good child). The neuter of *liten* (little) is *litet*, of *mycken* (much) *mycket*.

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen*, *den sköna flicka*, *det artiga barnet*. When following the definite article *liten* becomes *lilla* (pl. *små*). For all genders the plural is *de goda*, *de sköna*, *de artiga*, *de små*.

The Comparative and Superlative are formed by adding *are* and *ast* to the positive; as *rolig* (quiet), *roligare*, *roligast*; *ringa* (small, insignificant), *ringare*, *ringast*. Irregular are: *god* (good). *bättre*, *bäst*; *dålig* (bad), *sämre*, *sämst*, or *värre*, *värst*; *låg* (low), *lägre*, *lägst*; *lång* (long), *längre*, *längst*; *liten* (small), *mindre*, *minst*; *små* (small, pl.), *smärre*; *få* (few), *färre*; *mycken* (much), *mer*, *mest*; *många* (many), *flere*, *de fleste*; *stor* (large), *större*, *störst*; *gammal* (old), *äldre*, *älst*; *ung* (young), *yngre*, *yngst*; *tung* (heavy), *tyngre*, *tyngst*.

Numerals. The Cardinal Numbers are: *en* or *ett*, *två*, *tre*, *fyra*, *fem*, *sex*, *sju*, *åtta*, *nio*, *tio*, *elfva*, *tolf*, *tretton*, *fjorton*, *femton*, *sexton*, *sjutton*, *aderton*, *nitton*, *tjugu* (20); *tjugu en*, etc.; *tretti*, *fyratio* (pron. *förti*), *femtio*, *sextio*, *sjuttio*, *åttatio* (*åttio*), *nittio*, *hundra*, *tusen*, *en million*.

The Ordinal Numbers are: *den förste*, *den*, *det första*; *den andre*, *den*, *det andra* (*en annan*, *ett annat*); *tredje*, *fjerde*, *femte*, *sjette*, *sjunde*, *åttonde*, *nionde*, *tionde*, *elfte*, *tolfte*, *trettonde*, *fjortonde* etc.; *tjugonde* (20th), *tjugu förste* etc.; *trettionde*, *fyrtionde* etc.; *hundrade*, *tusende*.

Fractions. *En half* ($^1/_2$, adj.; the subst. is *en hälft*), *halfannan* ($1^1/_2$); *en tredjedel* ($^1/_3$rd), *en fjerdedel* ($^1/_4$th), etc.

Pronouns. Personal. Nom. sing. *jag* (I), *du* (thou), *han* (he), *hon* (she), *det* (it); nom. pl. *vi*, *i*, *de*. Acc. sing. *mig*, *dig*, *honom*, *henne*, *det*; acc. pl. *oss*, *eder*, *dem*. Gen. sing. *hans*, *hennes*, *dets*; gen. pl. *deras* (their). Refl. acc. *sig* (himself, herself, itself, themselves). *Hvarandra* (one another).

Du is used in addressing near relatives and intimate friends. *Ni*, corresponding with the Danish *De* (you), with the plural number, is used in addressing strangers; but it is more polite to

use the awkward periphrasis *herrn er*, *har*, etc., *frun er*, *fröken er*, or better still the person's title, if known, as *vill herr öfversten vara så god* (will the colonel be so kind)?

Mig, *dig*, *sig* are pronounced mei, dei, sei (almost like the French *pays*). *De* is often pronounced dee, and *det* day.

Possessive. *Min* (my), *mitt*, pl. *mina; din* (thy), *ditt*, pl. *dina; hans* (his), *hennes* (her), *dets* (its); *sin* (his, her, its, their; refl. only), *sitt*, *sina; vår* (our), *vårt*, *våra; eder* (your), *edert*, *edra (er, ert, era)*.

Demonstrative. *Denne*, *denna* (this), *detta*, pl. *desse*, *dessa; den*, *det her* (this here), pl. *de her; den*, *det der* (that there), pl. *de der; den*, *det*, *de samme* (the same).

Relative. *Som* (who, whom, which), nom. and acc. only; *hvilken*, *hvilket* (who, whom, which), pl. *hvilka; hvad* (what).

Interrogative. *Hvem* (who), *hvems* (whose), *hvad* (what), *hvilk-en*, *-et*, *-a* (which).

Indefinite. *Man* (one), *sjelf* (self), *någon* (some, somebody), *något* (some, something), *några* (pl., some); *ingen* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all*, *allt* (all); *hvar*, *hvart* (each, every), *hvar och* (pron. ok) *en* (one and all); *hel*, *helt* (whole), *hele* (pl., whole).

Verbs. Auxiliary. *Att hafva* (to have). Pres. indic. jag, du, han, hon, det, Ni *har;* vi *ha* (or *havfa*); i *han (hafven)*, de *ha (hafva)*. Imperf. jag, etc., *hade;* vi *hade;* i *haden;* de *hade*. Fut. jag, etc., *skall hafva;* i *skolen hafva;* de *skola hafva*. Condit. jag, etc., *skulle hafva;* vi *skulle hafva;* i *skullen hafva;* de *skulle hafva*, Imper. *haf (ha)*, pl. *hafven*. Partic. *hafvande*, *haft*.

Att vara (to be). Pres. indic. jag, etc., *är;* vi *äro*, i *ären*, de *äro*. Imperf. jag, etc., *var;* vi *voro*, i *voren*, de *voro*. Perf. jag, etc., *har varit*. Imperf. jag *hade varit*. Fut. jag *skall vara*. Cond. jag *skulle vara*. Imper. *var*, *varen*. Partic. *varande*, *varit*.

Att skola (to be obliged, to be about to); pres. *skall*, *skola;* imperf. *skulle;* partic. *skolande*, *skullet*.

Att vilja (to be willing, to be about to); pres. *vill*, *vilja;* imperf. *ville;* partic. *viljande*, *velat*.

Att kunna (to be able); pres. *kann*, pl. *kunna;* imperf. *kunde;* partic. *kunnat*.

Att må (to be obliged); pres. *må;* imperf. *måste*.

Att töra (may, to be allowed); pres. *tör;* imperf. *torde*.

Att böra (to be bound, obliged); pres. *bör* (ought); imperf. *borde* (ought).

The Conjugations are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. *Att älska* (to love), *böje* (bend), *bo* (live).

Pres. indic. Jag, du, han *älskar*, *böjer*, *bor;* vi, de *älska*, *böja*, *bo;* i *älsken*, *böjen*, *bon*.

Imperf. Jag, du, han, vi, de *älskade*, *böjde*, *bodde;* i *älskaden*,

böjden, bodden. Perf. Jag *har älskat, böjt, bott.* Fut. Jag *skall älska, böje, bo.* Imper. *Älska, böj, bo; älsken, böjen, bon.* Partic. *Älskande, böjende, boende; älskat, böjt, bott.*

Most of the Swedish verbs are conjugated like *älska.* Those whose roots end in *k, p, s,* or *t* form the imperfect by adding *te,* and the participle by adding *t;* as *köpe, köpte, köpt.*

The passive is formed by adding *s:* jag *älskas* (I am loved), *älskades* (was loved), *har älskats* (have been loved), *älskandes* (being loved). The passive may also be formed with the auxiliary *blifva* (to be, become): jag *blir älskad* (I am loved), *blef älskad* (was loved).

The following **List of Verbs** in frequent use includes a number of regular, strong, and irregular verbs. The present indicative, which is generally formed from the infinitive by adding *r,* the imperfect, the perfect participle used with *hafva,* and the perfect participle used with *vara* are given in each case. When the participle ends in *n,* the neuter usually changes the *n* to *t,* and the plural ends in *ne* or *na.*

Arrive, *ankommer, ankom* (pl. *ankommo*), *ankommit, ankommen;* or *inträffar, inträffade, inträffat.* Ascend, *stiger (upp), steg (stego), stegit, stegen.* Ask, *frågar, frågade, frågat.* Awake (trans.), *väckar, väckade, väckat.*

Become, *blir* (vi *blifva,* inf. *blifva*), *blef, blifvit, bleven.* Beg, *ber* (vi *bedje* or *be,* inf. *bedja*), *bad* (vi *bådo*), *bedt, bedd.* Bind, *binder, band* (vi *bundo*), *bundit, bunden.* Blow, *blåser, blåste, blåst.* Boil, *kokar, kokte, kokt.* Break, *brytar, brytade, brytat.* Bring, *bringer, bragte, bragt (bringat).* Buy, *köpa, köpte, köpt.*

Call, shout, *ropa, ropte, ropt;* see also 'to name'. Carry, *bär* (inf. *bära*), *bar (buro), burit, buren.* Change, *bytar, bytade, bytat;* change (money), *vexlar, vexlade, vexlat;* change (alter), *förändrar, förändrade, förändrat.* Come, *kommer, kom (kommo), kommit, kommen.* Count, *täljar, täljade, täljt.* Cost, *kostar, kostade, kostat.* Cut, *skär* (inf. *skära*), *skar (skuro), skurit, skuren.*

Demand (ask a price etc.), *fordrar, fordrade, fordrat.* Depart, *afresar, afreste, afrest;* or *går bort, resar bort.* Descend, *stiger ned* (see 'ascend'). Dismount, *stiger ned, stiger af (hesten), sitter af* (see 'sit'). Do, *gör* (inf. *göra*), *gjorde, gjordt, gjord.* Drink, *dricker, drack (drucko), druckit, drucken.* Drive (a carriage), *körer, körte, kört.* Dry, *torkar, torkade, torkat.*

Eat, *spiser, spiste, spist,* or *äter, åt (åto), ätit, äten.*

Fear, *fruktar, fruktade, fruktat.* Find, *finner, fann, funnit, funnen.* Fish, *fiskar, fiskte, fisket.* Follow, *följer, följte, följt.* Forget, *glömmar, glömte, glömt.* Freeze, *fryser, frös (fröso), frusit, frusen.*

Get, *får, fick (fingo), fått;* get up, down, in, *stiger upp, ned, in;* get on, *kommer fram.* Give, *ger (gifver;* inf. *ge, gifva), gaf (gåfvo), gifvit, gifven.* Go, *går, gick (gingo), gått, gången.*

Help, *hjelper, halp (hulpo), hulpit, hulpen.* Hire, *hyrar, hyrade,*

hyrat. Hold, *håller*, *höll (höllo)*, *hållit*, *hållen*. Hope, *hoppas* (a 'deponent' verb, used in the passive form only), *hoppades*, *hoppats*.

Keep, *behåller*, *behöll (behöllo)*, *behållit*, *behållen*. Knock (at a door), *klappar*, *klappade*, *klappat*. Know (a fact), *vet* (inf. *veta*), *visste*, *vetat*. Know (a person, a thing), *känner*, *kännte*, *kännt*.

Lay, put, *lägger*, *lagde*, *lagt*, *lagd;* lay hold of, *tager fatt på* (see 'take'). Learn, *lärar (mig)*, *lärte*, *lärt*, *lärd*. Leave, *lemnar*, *lemnade*, *lemnat;* leave behind, *lemna qvar*. Let, *låter*, *lät (täto)*, *låtit;* let go (get rid of), *släppar*, *släppade*, *släppat*. Lie, *liggar*, *låg (lågo)*, *legat*. Light, *tändar*, *tandte*, *tändt*. Like, *tyckar (om)*, *tyckte*, *tyckt*. Lose, *förlorar*, *förlorade*, *förlorat*.

Make, see 'do'. Mean, *menar*, *mente*, *ment*. Mend, *sätter i stånd* (see 'set'), or *reparerar*, *reparerade*, *reparerat*. Mistake, make a mistake, *misstagar mig*, see 'take'. Mount, *stige*, *steg (stego)*, *stigit*, *stegen;* (on horseback) *sitte upp*, see 'sit'.

Name, call, *kallar*, *kallade*, *kallat;* to be named (to signify), *heter*, *hette*, *hetat*. — Open, *öppnar*, *öppnade*, *öppnat*. Order, *beställar*, *beställte*, *beställt*.

Pay, *betalar*, *betalade*, *betalat*. Pronounce, *uttalar*, *uttalade*, *uttalat*. Put, *sätter*, *satte*, *satt;* see also 'lay'; put to (horses), *spänna för*, *spännte*, *spännt*.

Rain, *(det) regnar*, *regnade*, *regnat*. Read, *läser*, *läste* (or *las*, no pl.), *läst*, *läsen*. Reckon, *räknar*, *räknade*, *räknat*. Require, *behöfvar*, *behöfvade*, *behöfvat*. Rest, *hvilar*, *hvilade*, *hvilat*. Return (intr.), *vändar (om)*, *vändte*, *vändt;* or *resar (reste, rest) tilbaka*. Ride, *rider*, *red (redo)*, *ridit*, *riden*. Roast, *stekar*, *stekte*, *stekt*. Row, *ror*, *rodde*, *rott*. Run, *löpar*, *lopp (lupo)*, *lupit*.

Say, *sägar*, *sagte*, *sagt*, *sagd*. See, *ser*, *såg (sågo)*, *sett*, *sedd*. Seek, *sökar*, *sökte*, *sökt*. Sell, *säljar*, *sätjade*, *sålgt*. Send, *sändar*, *sändte*, *sändt;* or *skickar*, *skickte*, *skickt*. Set, *sätter*, *satte*, *satt*. Shoot, *skjutar*, *skjutade*, *skjutit*. Shut, *stängar*, *stängte*, *stängt*. Sit, *sitter*, *satt (sutto)*, *suttit (sutit)*. Sleep, *sofver*, *sof (sofvo)*, *sofvit*. Smoke (intr.) *ryka*, *rök*, *rukit;* (trans.) *röka*, *rökte*, *rökt*. Snow, *(det) snör* (inf. *snöa*), *snöte*, *snöt*. Speak, *talar*, *talte*, *talt*. Stand, *står*, *stod*, *stått*. Start, *afgår*, *afgick (afgingo)*, *afgått*, *afgången*. Stop (intrans.), *stårstilla* (see 'stand').

Take, *tager* (or *tar*), *tog (togo)*, *tagit*, *tagen;* take care of, *har (hafva) omsorg om*. Think, *tänkar*, *tänkte*, *tänkt*. Travel, *resar*, *reste*, *rest*. Try, *försöker*, *försökte*, *försökt*.

Understand, *förstår* (like 'stand'). Use, *brukar*, *brukte*, *brukt*.

Wait, *väntar*, *väntade*, *väntat*. Wash, *tvättar*, *tvättade*, *tvättat*. Wish, *önskar*, *önskade*, *önskat*. Write, *skrifver*, *skref (skrefvo)*, *skrifvit*, *skrifven*.

Adverbs. The neuter forms of adjectives are used as adverbs; *mannen är ärlig* (the man is honest), *mannen handtar ärligt* (the man deals honestly). Such adverbs are compared like adjectives. A few are compared irregularly. *Godt* or *väl* (well) has *bättre*,

bäst; dåligt or *illa* (ill), *värre, värst* or *sämre, sämst; gerna* or *gärna* (willingly), *hällre* (rather), *hälst* (most willingly, especially).

PLACE. About, *omkring;* above, *ofvanpå;* after, *efter;* around, *(rundt) omkring;* at home, *hemma* (indicating *rest*, like several other adverbs ending in *a*, while without the *a* they indicate *motion*); away, *bort, borta;* back, *tillbaka;* below, *nere;* down, *ned;* far, *långt borta, fjärran;* here, *här;* home, *hem;* in, *in, inne;* near, *när;* nowhere, *ingenstädes;* out, *ut, ute;* past, *förbi;* there, *der;* thither, *dit;* up, *up, uppe;* where, *hvar;* within, *inne.*

TIME. About, *omkring;* afterwards, *sedan;* again, *igen, åter;* always, *alltid;* already, *redan;* before, *förut;* early, *tidigt, bittida;* last year, *ifjor;* late, *sēnt;* long, *länge;* nearly, *nästan;* never, *aldrig;* now, *nu;* often, *ofta;* once, *en gång;* sometimes, *stundom;* soon, *snart;* still, *ännu;* the day after to-morrow, *i öfvermorgon;* the day before yesterday, *förgår;* then, *då, på den tid;* this evening, *i afton;* this morning, *i morse;* to-day, *i dag;* to-morrow, *i morgon;* twice, *två gångar;* when (interrog.) *när;* yesterday, *igår.*

MANNER, DEGREE, etc. A little, *något;* also, *ochså;* also not, *häller icke;* altogether, *alltsammans;* broken (in two), *i sär;* down, downhill, *nedåt, nedåt backen;* how, *huru;* little, *lidet;* much, *mycket;* no, *nej;* not, *icke;* not at all, *slätt icke;* of course, *naturligtvis;* only, *blott, endast;* particularly, *synnerligen;* partly, *dels;* perhaps, *kanske;* possibly, *mögligen;* probably, *sannolikt;* quickly, *fort, hurtigt;* so, thus, *således;* softly (gently, slowly), *sakta;* straight on, *rakt fram;* together, *ihop, tillsammans;* too, *för;* too much, *för mycket;* up, uphill, *uppåt, uppåt backen;* very, *mycket;* why, *hvarför;* yes, *ja, jo* (the latter in answer to a question in the negative or expressing doubt).

Prepositions. About, *om;* above, *öfver;* after, *efter;* at, *på, vid;* at (of time), *om;* behind, *bak;* between, *mellan;* by, at the house of, *hos;* by, near, *vid, nära;* by, past, *förbi;* during, *om, under;* for, before, *för;* from, *från;* in, *i;* instead of, *i stället för;* near, *nära, vid;* of, from, *af;* on, *på;* over, *öfver;* past, *förbi;* round, *rundt om;* since, *sedan;* through, *genom;* till, *till, intill;* to, *till;* towards, *emot;* under, *under;* upon, *på;* with, *med.*

Conjunctions. After, *sedan;* although, *ehuru;* and, *och;* as, *då;* as — as, *så — som;* because, *emedan;* before, *för;* but, *men;* either — or, *antingen — eller;* for, *thi;* if, *om;* in order that, *för att;* or, *eller;* since (causal), *emedan;* since (of time), *sedan;* so, *så;* than, *än;* that, *att;* till, until, *tills;* when (with past tense), *då;* when (with present or future), *när;* where, *hvar;* while, *medan.*

Interjections. Ah, alas, *ack;* indeed, *ja så, verkligen;* of course, *naturligtvis, ja visst, bevars;* pardon, *ursäkt;* please, *var så god;* thanks, (jag) *tackar, tackar ödmjukast* ('most humbly'); true, *det är sandt;* what a pity, *det är synd!*

Vocabulary.

Norwegian.	English.	Swedish.
Omtrent (adv.); *om* (prep.).	About.	*Omkring; om.*
Ovenpaa (adv.); *over* (prep.).	Above.	*Ofvanpå; öfver.*
Ledsage (p. 6).	Accompany.	*Beledsaga.*
Vant til.	Accustomed to.	*Van till.*
Fordel (-en).	Advantage.	*Fördel* (m.).
Efter (adv.); *efterat* (conj.).	After.	*Efter; sedan.*
Eftermiddag (-en).	Afternoon.	*Eftermiddag* (m.).
Siden efter.	Afterwards.	*Sedan.*
Atter, igjen.	Again.	*Igen, åter.*
Behagelig.	Agreeable.	*Angenäm, behaglig.*
Ak.	Ah, alas.	*Ack.*
Stige ned (p. 6).	Alight.	*Stiga ned* (p. 12).
Noget.	A little.	*Något.*
Ogsaa; heller ikke.	Also; also not.	*Också; häller icke.*
Allerede.	Already.	*Redan.*
Skjøndt.	Although.	*Ehuru.*
I Alt, i det hele lagit, altsammen.	Altogether.	*Alltsammans.*
Altid.	Always.	*Alltid.*
Blandt.	Among.	*Ibland.*
Morsom.	Amusing.	*Rolig.*
Og.	And.	*Och.*
Kjedelig.	Annoying.	*Förtretlig.*
Svar (-et, pl. *Svar).*	Answer.	*Svar* (n.).
Arm (-en, -e).	Arm.	*Arm* (m.).
Omkring.	Around.	*Omkring.*
Ankomme (p. 6).	Arrive.	*Ankomma* (p. 12).
Da; saa — som.	As; as — as.	*Då; så — som.*
Stige (p. 6).	Ascend, mount.	*Stiga* (p. 12).
I Land, paa Landet.	Ashore (go), — (be).	*I land; på landet.*
Spørge (p. 6).	Ask.	*Fråga* (p. 12).
I, paa, ved; (of time) *om.*	At.	*På, vid; om.*
Hjemme (p. 8).	At home.	*Hemma* (p. 14)
Vække (p. 6).	Awake, to (trans.).	*Väcka* (p. 12).
Bort, borte.	Away.	*Bort, borta.*
Axel (-en, Axler).	Axle.	*Axel* (m.).
Tilbage.	Back.	*Tillbacka.*
Daarlig, ond.	Bad.	*Dålig.*
Sæk (-ken, -ke).	Bag.	*Säck, påse* (m.).
Banksed-el(-eln,-ler).	Banknote.	*Bankseddel* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Barometer (-ret, -re).	Barometer.	*Barometer* (m.).
Bolle (-n, -r), Vandtad (-et, pl. id.).	Basin.	*Fat, bäcken* (n.).
Kurv (-en, -e).	Basket.	*Korg* (m.).
Bad (-et, Bad).	Bath.	*Bad* (n.).
Vakker, deilig.	Beautiful.	*Vacker, skön.*
Fordi.	Because.	*Emedan.*
Blive (p. 7).	Become.	*Blifva* (p. 12).
Seng (-en, -e).	Bed.	*Säng* (m.).
Oxekjød (-et); bifstek.	Beef, beefsteak.	*Oxkött.*
Øl (-let).	Beer.	*Öl* (n.).
Før(adv.); *for*(prep.).	Before.	*Förut; för.*
Bede (p. 7).	Beg.	*Bedja* (p. 12).
Bag.	Behind.	*Bak.*
Troe (p. 7).	Believe.	*Tro, mena.*
Nedenunder.	Below.	*Nere.*
Køie (-n, -r).	Berth.	*Koj* (m.).
Mellem.	Between.	*Mellan.*
Blaabær (*-et,* pl. id.).	Bilberry.	*Blåbär* (n.).
Regning (-en, -er).	Bill, account.	*Räkning* (m.).
Binde (p. 7).	Bind.	*Binda* (p. 12).
Svart.	Black.	*Svart.*
Urhane (-en, -er).	Blackcock.	*Tjäder* (m.).
Sengtæppe (-et, -er).	Blanket.	*Sängtäcke* (n.)
Blæse (p. 7).	Blow.	*Blåsa* (p. 12).
Blaa.	Blue.	*Blå.*
Kost (-en); ombord.	Board (food); on board.	*Kost* (m.); *ombord.*
Baad (-en, -e).	Boat.	*Båt* (m.).
Myr (-en).	Bog.	*Gyttja*(f.), *sump*(m.).
Koge (p. 7).	Boil.	*Koka* (p. 12).
Bog (-en, Bøger).	Book.	*Bok* (m.).
Støvler.	Boots.	*Stöflar.*
Flaske (-n, -r).	Bottle.	*Butelj* (m.).
Gut (-ten, -ter).	Boy.	*Gosse* (m.).
Brændevin (-en), Cognac.	Brandy.	*Bränvin* (m.).
Brød (-et); Smørrebrød.	Bread; bread and butter.	*Bröd; smörgås.*
Brække, slage itu (p. 7).	Break.	*Bryta* (p. 12).
Frukost (-en).	Breakfast.	*Frokost* (m.).
Bro (-en, -er).	Bridge.	*Bro* (f.).
Tømme (-n, -r); Ridevei (-en, -e).	Bridle; bridle-path.	*Töm* (m.); *ride-väg.*
Bringe (p. 7).	Bring.	*Bringa* (p. 12).

NORWEGIAN.	ENGLISH.	SWEDISH.
Itu.	Broken (in two).	*Isär.*
Bæk (-ken, -ke).	Brook.	*Bäck* (m.).
Broder, Bror (-en, Brøder).	Brother.	*Broder* (m.).
Børste (-en, -er).	Brush.	*Borste* (m.).
Men.	But.	*Men.*
Smør (-et).	Butter.	*Smör* (n.).
Køpe (p. 7).	Buy.	*Köpa* (p. 12).
Ved (near); *forbi* (past.); *hos* (at the house of).	By.	*Ved, nära; förbi; hos.*
Raabe (p. 7).	Call, shout.	*Ropa* (p. 12).
Lys (-et).	Candle.	*Ljus* (n.; *l.* mute).
Hue (-en, -er).	Cap.	*Hufva* (f.)
Tiur (-en, -er).	Capercailzie.	*Tjäder* (m.).
Agt (-en); tag Dem i Agt.	Care; take care.	*Akt* (m.); *taga sig i akt.*
Agtsom.	Careful.	*Aktsam, sorgfällig.*
Vogn (-en, -e).	Carriage.	*Vagn* (m.).
Kariol (-en, -er).	Carriole.	*Karriol* (m.).
Bære (p. 7).	Carry.	*Bära* (p. 12).
Kjærre (-n, -er); Stolkjærre.	Cart; cart with seats.	*Kärra* (f.).
Bestemt.	Certain, decided.	*Bestämd.*
Stol (-en, -e).	Chair.	*Stol* (m.).
Skifte, (money) *vexle* (p. 7).	Change, to.	*Bysta, förändra; vexla* (p. 12).
Smaapenge.	Change, small money.	*Småpenningar.*
Pris (-en, -er).	Charge.	*Pris* (n.).
Billig.	Cheap.	*Billig.*
Ost (-en); Gammelost.	Cheese; sweet goats' milk cheese.	*Ost* (m.).
Kirsebær (-et; pl. id.).	Cherry.	*Kersbär* (n.).
Kylling (-en, -er).	Chicken.	*Kyckling* (m.).
Barn (-et, Børn).	Child.	*Barn* (n.).
Cigar (-ren, -rer).	Cigar.	*Cigarr* (m.).
Klasse (-n, -r); første, anden Klassens Billjet.	Class; first, second class ticket.	*Klass* (m.); *en biljett första, andra klass.*
Ren.	Clean.	*Ren.*
Klar.	Clear.	*Klar.*
Klæder.	Clothes.	*Kläder.*
Multebær (*-et*, pl. id.).	Cloudberry.	*Hjortron* (n.).
Kiole (-n, -r).	Coat.	*Rock* (m.).
Torsk (-en, -e).	Cod.	*Kabiljo* (m.).
Kaffee (-n).	Coffee.	*Kaffe* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Kold; jeg fryrer.	Cold; I am cold.	*Kall; jag fryser.*
Komme (p. 7).	Come.	*Komma* (p. 12).
Behagelig.	Comfortable.	*behaglig.*
Sædvanlig, alminde-lig.	Common, usual.	*Allmän, vanlig.*
Selskab (-et, -er).	Company.	*Sällskap* (n.).
Tælle (p. 7).	Count, to.	*Tälja* (p. 12).
Land (-et, -e).	Country.	*Land* (n.).
Koste (p. 7).	Cost, to.	*Kosta* (p. 12).
Ko (-en, Køer).	Cow.	*Ko* (f.).
Fløde (n).	Cream.	*Grädde* (m.).
Sprække (-n, -r).	Crevasse.	*Spricka* (f.).
Kop (-pen, -pe).	Cup.	*Kop* (m.).
Ribs (-et; pl. id.) *(røde, svarte).*	Currant (red, black).	*Korinter* (pl.), *Vin-bær* (n.).
Skjære (p. 7).	Cut.	*Skära* (p. 12).
Daglig.	Daily.	*Daglig.*
Fare (-n, -er); farlig.	Danger; dangerous.	*Fara* (f.); *farlig.*
Mørk; Mørkhed.	Dark; darkness.	*Mörk, dunkel; mörker* (n.).
Datter (-en, Døtre).	Daughter.	*Dotter* (f.).
Dag (-en, -e).	Day.	*Dag* (m.).
Kjær (beloved); *dyr* (dear in price).	Dear.	*Kär; dyr.*
Dyb.	Deep.	*Djup* (*d* mute).
Forlange (p. 7).	Demand, ask (a price etc.).	*Fordra* (p. 12).
Stige ned (p. 7).	Descend.	*Stiga ned* (p. 12).
Forskjellig.	Different.	*Åtskillig.*
Vanskelig.	Difficult.	*Svår.*
Middagsmad (-en, -e), Middag.	Dinner.	*Middag, middags-måltid* (m.).
Smudsig.	Dirty.	*Smutsig.*
Stige af (p. 7).	Dismount.	*Stiga ned* (p. 12).
Afstand (-en).	Distance.	*Afstånd* (n.).
Gjøre (p. 7).	Do, to.	*Göra* (p. 12).
Læge (-n, -r).	Doctor.	*Läkare* (m.).
Hund (-en, -e).	Dog.	*Hund* (m.)
Dør (-en, -e).	Door.	*Dörr* (f.).
Dobbelt.	Double.	*Dubbel.*
Ned, nede; nedad (Bakken).	Down; downhill.	*Ned.*
Klæde (-t, -r).	Dress.	*Kläde* (n.).
Drikke (p. 7).	Drink, to.	*Dricka* (p. 12)
Kjøre (p. 7).	Drive (a carriage).	*Köra* (p. 12).
Kudsk (-en, -e).	Driver.	*Kusk* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Tør.	Dry (adj.).	*Torr.*
Tørre (p. 7).	Dry, to.	*Torka* (p. 12).
Om, under.	During.	*Om, under.*
Støv (-en, or *-el).*	Dust.	*Stoft* (n.).
Tidlig (adj.); *tidligt, betids* (adv.).	Early.	*Tidig* (adj.); *tidigt, bittida* (adv.).
Østlig, østre.	Eastern.	*Östlig, öster ut.*
Let.	Easy.	*Lätt.*
Spise, æde (p. 7).	Eat, to.	*Spisa* (p. 12); *äta* (p. 12).
Aeg (-get, Aeg); blødt-kogte, haard kogte, Speilægg.	Egg; soft, hard, poached eggs.	*Ägg* (n.); *lös-kokta, hård-kokta, stekta ägg.*
Enten — eller.	Either — or.	*Antingen — eller.*
Elsdyr (-et, Elsdyr).	Elk.	*Elg* (m.).
Engetsk; Engelskmand (-en, -mænd).	English; Englishman.	*Engelsk; Engelsman* (m.).
Nok.	Enough.	*Nog.*
Couvert (-en, -er).	Envelope.	*Kuvert* (m.).
Omegn (-en).	Environs.	*Omliggande trakt* (m.).
Aften (-nen, -ne); Kvæld (-en, -e).	Evening.	*Afton* (m.).
Overalt.	Everywhere.	*Öfverallt.*
Langt; bevars; langt hervra.	Far; far from it; far from here.	*Långt borta, fjärran.*
Betaling (-en, -er), Pris (-en, -er); Pris-Moderation (-en).	Fare (railway, etc.); reduction of fare.	*Betalning* (f.), *pris* (n.).
Kost (-en), Spise (-n, -r).	Fare (food).	*Spis* (m.).
Gaard (-en, -e).	Farm-house.	*Gård* (m.).
Hurtig.	Fast.	*Hurtig.*
Fader, Far (-en, Fædre).	Father.	*Fader* (m.).
Besvær (-et).	Fatigue.	*Möda* (f.), *besvär (n.).*
Træt.	Fatigued.	*Trött.*
Trygte (p. 7).	Fear, to.	*Frukta* (p. 12).
Drikkepenge (-n, pl. id.).	Fee, gratuity.	*Dricks penningar* (pl.).
Færge (-n, -r); Sund (-et, pl. id.).	Ferry.	*Färja* (f.).
Faa.	Few.	*Få.*
Mark (-en, -er).	Field.	*Fält* (n.).
Finde (p. 7).	Find, to.	*Finna* (p. 12).
Ild (-en).	Fire.	*Eld* (m.).
Fast.	Firm.	*Fast.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Fiske.	Fish, to.	*Fiska.*
Fisk (-en, -e); Fiskekrog (-en, -e); Fiskesnøre (-n, -r); Fiskestange (-stænger).	Fish; fishing-hook; fishing-line; fishing-rod.	*Fisk* (m.).
Flad.	Flat.	*Jämn.*
Flynder (-ren, -re).	Flounder.	*Flundra* (f.).
Blomst (-en, -er).	Flower.	*Blomma* (f.).
Flue (-n, -r).	Fly.	*Fluga* (f.).
Taage (-n).	Fog.	*Dimma* (f.).
Følge (p. 7).	Follow, to.	*Följa* (p. 12).
Fod (-en, Fødder); til Fods.	Foot; on foot.	*Fot* (pl. *fötter*); *till fots.*
Thi; (in front of) *for.*	For.	*Thi; för.*
Glemme (p. 7).	Forget.	*Glömma* (p. 12).
Gaf-fel (-len, -ler).	Fork.	*Gaffel* (m.).
Fryse (p. 7).	Freeze.	*Frysa* (p. 12).
Frisk, fersk.	Fresh.	*Frisk, färsk.*
Ven (-nen, -ner).	Friend.	*Vän* (m.))
Frugt (-en, -er); Rødgrød (-et).	Fruit; fruit-jelly.	*Frukt* (m.).
Fuld, fuldstændig.	Full, complete.	*Full.*
Fra.	From.	*Från.*
Vildt; Lēg (-en, -e).	Game; a game.	*Vildbråd* (n.).
Grind (-en, -ar), Port (en, -e).	Gate.	*Port* (m.).
Flor (-et).	Gauze.	*Flor* (n.).
Herre (-n, -r).	Gentleman.	*Herre* (m.).
Faa; stige ned; stige ind; slige op; komme frem.	Get; get down; get in; get up; get on.	*Få; stiga ned, in, app; komma fram.*
Pige, Jente (-n, -r).	Girl.	*Flicka* (f.).
Give (p. 7).	Give.	*Gifva* (p. 12).
Bræ (-en, -er), Jøkel (-len, -ler).	Glacier.	*Isberg* (n.).
Glad; det glæder mig.	Glad; I am glad.	*Glad, förnöjd.*
Glas (-et, Glas).	Glass.	*Glas* (n.).
Handsker.	Gloves.	*Handskar* (pl.).
Gaa (p. 7).	Go, to.	*Gå* (p. 12).
Gōd.	Good.	*God.*
Græs (-et).	Grass.	*Gräs* (n.).
Sīk (-en, -e).	Grayling.	*Harr* (m.).
Smørelse (-n).	Grease.	*Smörja* (f.).
Grøn.	Green.	*Grön.*
Gevær (-et -er); Krudt (-et).	Gun; gunpowder.	*Gevär* (n.); *krut* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Haar (-et, -e).	Hair.	*Hår* (n.).
Skinke (-n, -r).	Ham.	*Skinka* (f.).
Haand (-en, Hænder).	Hand	*Hand* (f.; *händer*).
Lommetørklæde (-t, -r).	Handkerchief.	*Näsduk* (m.).
Hare (-n, -r).	Hare.	*Hare* (m.).
Seletøi (-et).	Harness.	*Seldon* (n.).
Hat (-ten, -te).	Hat.	*Hatt* (m.).
Hø (-et).	Hay.	*Haj* (m.).
Hjerpe (-n, -r).	Hazel-hen.	*Hjerpe* (m.).
Hoved (-et, -er).	Head.	*Hufvud* (n.).
Tung.	Heavy (rough, steep, hilly).	*Tung.*
Hjælpe (p. 7).	Help.	*Hjelpa* (p. 12).
Her.	Here.	*Här.*
Sild (-en; Sild).	Herring.	*Sill* (f.).
Høi.	High.	*Höi.*
Bakke (-n, -r); bakket.	Hill; hilly.	*Backe* (m.).
Hyre (p. 7).	Hire.	*Hyra* (p. 12).
Holde (p. 7).	Hold.	*Hålla* (p. 13).
Hjem.	Home.	*Hem.*
Arlig.	Honest.	*Ärtig.*
Krog (-en, -e).	Hook.	*Krok* (m.).
Haabe (p. 7).	Hope, to.	*Hoppas* (p. 13).
Hest (-en, -e).	Horse.	*Häst* (m.).
Hēd, varm.	Hot.	*Het, varm.*
Time (-n, -r).	Hour.	*Timma* (f.).
Hus (-et, Hus).	House.	*Hus* (n.).
Hvorledes.	How.	*Huru.*
Sulten.	Hungry.	*Hungrig.*
Mand (-en, Mænd).	Husband.	*Man* (m.; *män*).
Is (-en); Isøxe (-n, -r).	Ice; ice-axe.	*Is* (m.).
Om, dersom, hvis.	If.	*Om.*
Ilde (adj. *sjuk*).	Ill.	*Sjuk.*
Strax.	Immediately.	*Genast.*
I; (adv.) *ind, inde.*	In.	*I; in, inne* (adv.).
For at.	In order that.	*För att.*
Ih; ja saa; virkelig.	Indeed.	*Ja så; verkligen.*
Blæk (-ket).	Ink.	*Bläck* (n.).
Station (-en, -er), Gjæstgiveri (-et, -er) Hotel (-let, -ler).	Inn.	*Gästgifvaregård, värdshus* (n.).
Vert (-en, -er).	Innkeeper.	*Värd* (m.).
Istedenfor.	Instead of.	*I stället för.*
Tolk (-en, -e).	Interpreter.	*Tolk* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Jern.	Iron.	*Jern.*
Ø (-er), Holm (-en, -e); Skjær (-et, Skjær); Skjærgaard (udenskjærs, indenskjærs).	Island; rocky island; belt of islands (outside, inside the belt).	*Ö* (f.); *skär* (n.); *skärgård (utomskärs, inomskärs).*
Reise (-n, -r).	Journey.	*Resa* (f.).
Krukke (-n, -r).	Jug.	*Kruka* (f.).
Juli (-en).	July.	*Juli* (m.).
Springe (p. 7).	Jump.	*Springa.*
Juni (-en).	June.	*Juni* (m.).
Beholde (p. 7).	Keep, to.	*Behålla* (p. 13).
Kjed-el (-len, -ler).	Kettle.	*Kittel* (m.).
God, venlig.	Kind.	*God, vänlig.*
Konge (-n, -r).	King.	*Konung* (m.).
Kniv (-en, -e).	Knife.	*Knif* (m.).
Banke (p. 7).	Knock.	*Klappa* (p. 13).
Vide (a fact); *kjende* (a person) (p. 7).	Know.	*Veta; känna* (p. 13).
Dame (-n, -r); Frøken (-en, -er).	Lady; young lady.	*Dama* (f.), *fröken* (f.).
Sø (-en, -er); Vand (-et, -e).	Lake.	*Sjö* (m.).
Land (-et, -e).	Land.	*Land* (n.).
Sprog (-et, Sprog).	Language.	*Språk* (n.).
Stor.	Large.	*Stor.*
Sidst; ifjor.	Last; last year.	*Sista; ifjor.*
Sēnt.	Late.	*Sent.*
Lægge (p. 7).	Lay, put.	*Lägga* (p. 13).
Lære (p. 7).	Learn.	*Lära* (p. 13).
Mindst; idetmindste.	Least; at least.	*Minsta; i det minsta.*
Forlade; efterlade.	Leave; leave behind.	*Lemna; lemna qvar* (p. 13).
Igjen, tilovers.	Left (remaining over).	*Igen, qvar.*
Venstre.	Left (hand).	*Venstra.*
Ben (-et, -e).	Leg.	*Ben* (n.).
Lade (p. 7); *slippe* (p. 7).	Let; let go, let fall.	*Låta* (p. 13); *släppa* (p. 13).
Brev (-et, -e).	Letter.	*Bref* (n.).
Flat, jævn.	Level.	*Jämn.*
Ligge (p. 7).	Lie.	*Liggar* (p.).
Tænde.	Light, kindle.	*Tända* (p. 13).
Lys (-et, Lys).	Light (subst.).	*Ljus* (n.).
Let.	Light (in weight), easy.	*Lätt.*
Klar, lys.	Light (in colour), clear, bright.	*Klar, ljus.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Lige.	Like (adj.).	*Lik.*
Synes, like (p. 7).	Like, to.	*Tycka (om), tikna.*
Liden (pl. *smaa*; adv. *lidt*).	Little.	*Liten* (pl. *små*); *lidet.*
Logi (-et; pron. *lozhee), Kvartér (-et, -e).*	Lodging.	*Boning* (f.).
Lang.	Long.	*Lång.*
Løs.	Loose, slack.	*Lös.*
Tabe (p. 7).	Lose, to.	*Förlora* (p. 13).
Lav.	Low.	*Låg.*
Tøi (-et).	Luggage.	*Bagage* (n.).
	Make, see do.	
Mand (-en, Mænd).	Man.	*Man* (m.; *män*).
Kort, Landkort (et, -e).	Map.	*Karta* (f.).
Myr (-en).	Marsh.	*Sump* (m.), *träsk* (n.).
Fyrstikker.	Matches.	*Tändstickor.*
Mening (-en, -er), Betydning (-en, -er).	Meaning.	*Mening* (f.), *betydning* (f.).
Kjød.	Meat.	*Kött* (n.).
Istandsætte, reparere, udbedre.	Mend.	*Sätta i stånd; reparera.*
Sendebud, Forbud (-et, pl. id.).	Messenger.	*Bud* (n.).
Middag (-en).	Midday.	*Middag* (m.).
Midnat (-ten).	Midnight.	*Midnatt* (f.).
Mīl (-en, Mil or *Mile).*	Mile.	*Mil* (f.).
Melk (-en).	Milk.	*Mjölk* (f.).
Tage feil (p. 7).	Mistake, make a mistake.	*Misstaga sig* (p. 13).
Øieblik (-ket, -ke).	Moment.	*Ögonblick* (n.).
Penge (-n, Penge).	Money.	*Penningar.*
Maaned (-en, -er).	Month.	*Månad* (m.).
Maane (-n, -r).	Moon.	*Måne* (m.).
Mēr (pl. *flered*).	More.	*Mer, mera* (pl. *flera*).
Mēst (pl. *fleste*).	Most.	*Mest, mesta* (pl. *flesta*).
Moder, Mor (-en, Mødre).	Mother.	*Moder* (f.; *mödre*).
Stige, sidde op (p. 7).	Mount.	*Stiga, sitta upp* (p. 13).
Fjeld (-et, -e).	Mountain.	*Fjäll* (n.).
Meget.	Much.	*Mycket.*
Senep (-en).	Mustard.	*Senap* (m.).
Faarekjød (-et).	Mutton.	*Fårkött* (n.).
Negl (-en, -e).	Nail.	*Nagel* (m.).
Navn (-et, -e).	Name.	*Namn* (n.).
Kalde; hedde (p. 7).	Name, call; to be named.	*Kalla; heta* (p. 13).

NORWEGIAN.	ENGLISH.	SWEDISH.
Nær, ved.	Near.	*Nära, ved.*
Næsten.	Nearly.	*Nästan.*
Synaal (-en, -e).	Needle	*Synål* (f.).
Nærhed (-en).	Neighbourhood.	*Grannskap* (n.).
Garn (-et, Garn), Net (-et, Net).	Net.	*Nät, garn* (n.).
Aldrig.	Never.	*Aldrig.*
Avis (-en, -er).	Newspaper.	*Tidingsblad* (n.).
Næste.	Next.	*Nästa.*
Natt (-en, Nætter); om Natten.	Night; at night.	*Natt* (f.; *nätter); om natten.*
Nej.	No.	*Nej.*
Støi (-en), Bulder (-ret).	Noise.	*Buller* (n.).
Middag (-en).	Noon.	*Middag* (m.).
Nord (-en); nordlig, nordre.	North; northern.	*Nord* (m.).
Norsk.	Norwegian.	*Norsk.*
Ikke; slet ikke.	Not; not at all.	*Icke; slätt icke.*
Nu.	Now.	*Nu.*
Ingensteds.	Nowhere.	*Ingenstädes.*
Aare (-n, -r).	Oar.	*Åra* (f.).
Klokken; Klokken er fire, et kvarter til sex, halv syv, tre kvarter til otte.	O'clock; it is 4, 5. 15, 6. 30, 7. 45 o'clock.	*Klockan; klockan är fyra, en qvart öfver fem, half sju, tre qvart på åtta.*
Af; naturligvīs.	Of; of course.	*Af; naturligtvis, ja visst, bevars.*
Kontor (-et, Kontor).	Office (counting-house).	*Kontor* (n.).
Embede (-t, -r).	Office (appointment).	*Embete* (n.).
Ofte, tidt.	Often.	*Ofta.*
Olie (-n.)	Oil.	*Olja* (f.).
Gammel.	Old.	*Gammal.*
Paa.	On.	*På.*
Engang.	Once.	*En gång.*
Kun.	Only.	*Blott; endast.*
Aaben.	Open (adj.)	*Öppen.*
Aabne (p. 7).	Open, to.	*Öppna* (p. 13).
Eller.	Or.	*Eller.*
Ligeover for.	Opposite.	*Midtemot.*
Bestille (p. 7).	Order, to.	*Beställa* (p. 13).
Over.	Over, upwards of.	*Öfver.*
Ud, ude.	Out.	*Ut, ute.*
Pandekage (-n, -r).	Pancake.	*Pannkaka* (f.).
Papīr (-et).	Paper.	*Papper* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Forladelse (-n), Tilgivelse (-n).	Pardon.	*Ursäkt* (f.).
Præstegaard (en-, -e).	Parsonage.	*Prestgård* (m.).
Især.	Particularly.	*Synnerligen.*
Dēls.	Partly.	*Dels.*
Agerhøne (-n, -r).	Partridge.	*Rapphöns* (n.).
Forbi.	Past.	*Förbi.*
Betale (p. 7).	Pay, to.	*Betala* (p. 13).
Betaling (-en, -er).	Payment.	*Betalning* (f.).
Bonde (-n, Bønder).	Peasant.	*Bonde* (m.).
Pind (-en, -e), Stift (-en, -er).	Peg, pin.	*Pinne* (m.).
Pen (-nen, -ne).	Pen.	*Penna* (f.).
Folk (-et, Folk).	People.	*Folk* (n.).
Peb-er (-ren).	Pepper.	*Peppar* (m.).
Kanske, maaske.	Perhaps.	*Kanske.*
Person (-en, -er).	Person.	*Person* (m.).
Fotografi (-en, -er).	Photograph.	*Fotografi* (f.).
Stykke (-n, -r).	Piece.	*Stycke* (n.).
Brygge, Landingsbrygge (-n, -r).	Pier.	*Bro* (f.).
Lods (-en, -er; pron. *Lōs).*	Pilot.	*Lots* (m.).
Naal (-en, -e).	Pin.	*Nagel; spik* (m.).
Pibe (-n, -r).	Pipe.	*Pipa* (f.).
Sted (-et, -er), Plads (-en, -er).	Place.	*Plats* (m.).
Tallerken (-en, -er).	Plate.	*Tallrik* (m.).
Behagelig.	Pleasant.	*Angenäm.*
Vær saa god, vær saa artig.	Please.	*Var så god.*
Fornøielse (-n, -r).	Pleasure.	*Föröielse* (f.).
Høflig.	Polite.	*Höflig.*
Fattig.	Poor.	*Fattig.*
Bærer (-en, -e).	Porter.	*Bärare* (m.).
Mulig; muligvīs.	Possible; possibly.	*Möjlig.*
Porto (-en); Frimærke (-t, -r).	Postage; postage-stamp.	*Porto* (n.); *Frimärke* (n.).
Skydsgut (-ten, -ter).	Post-boy.	*Skjutspojke* (m.).
Skydsskaffer (-en, -e).	Post-master.	*Postmästare* (m.).
Postkontor (-et).	Post-office.	*Postkontor* (n.).
Skydsstation (-en, -er; pron. shøss-stäshoon), *Skifte.*	Posting-station.	*Skjutsstation* (f.).
Potete (-n, -r), Kartof-fel (-len, -ler).	Potato.	*Potates* (pl.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Pen, smuk.	Pretty.	*Täck.*
Prīs (-en, -er).	Price.	*Pris* (n.).
Rimelig; rimeligvīs.	Probable; probably.	*Sannolik.*
Udtale (p. 7).	Pronounce.	*Uttala* (p. 13).
Udtale (-n).	Pronunciation.	*Uttal* (n.).
Proviant (en), Niste (-n).	Provisions.	*Proviant* (m.).
Rype.	Ptarmigan.	*Ripa* (f.).
Sætte (p. 7); *spænde* (p. 7).	Put; put to (horses).	*Sätta* (p. 13), *spänna för* (p. 13).
Hurtig; hurtigt (fort).	Quick; quickly.	*Hurtig; fort, hurtigt.*
Jernbane (-n, -r); Banegaard (-en, -e).	Railway; railway-station.	*Jernbana; bangård* (m.).
Regn (-en).	Rain.	*Regn* (n.).
Regne (p. 8).	Rain, to.	*Regna* (p. 13).
Hinbær (*-et*, pl. id.).	Raspberry.	*Hallon* (n.).
Læse (p. 8).	Read, to.	*Läsa* (p. 13).
Færdig.	Ready.	*Färdig.*
Regne (p. 8).	Reckon, to.	*Räkna* (p. 13).
Rød.	Red.	*Röd.*
Rensdyr (*-et*, pl. id.).	Reindeer.	*Ren* (m.).
Tøiler, Tømmer.	Reins.	*Tygel* (m.).
Behøve (p. 8).	Require.	*Behöfva* (p. 13).
Hvile (p. 8).	Rest, to.	*Hvila* (p. 13).
Komme or *gaa tilbage.*	Return (v. i.).	*Vända; resa tilbaka* (p. 13).
Løn (-en, Løn).	Reward, wages.	*Lön* (f.).
Baand (-et).	Ribbon.	*Band* (n.).
Rig.	Rich.	*Rik.*
Ride.	Ride.	*Rida* (p. 13).
Rigtig; De har Ret.	Right; you are right.	*Riktig; Ni* or *Herrn har rätt.*
Høiere.	Right (hand).	*Höger.*
Elv (-en, -e).	River.	*Elf* or *älf* (f.).
Vei (-en, -e).	Road.	*Väg* (m.).
Stege.	Roast, to.	*Steka* (p. 13).
Værelse (-t, -r).	Room.	*Rum* (n.).
Toug (-et).	Rope.	*Rep* (n.).
Ujævn, (of water) *urolig.*	Rough.	*Ojämn*, (of water) *orolig.*
Rundt om.	Round.	*Rundt om.*
Roe (p. 8).	Row, to.	*Ro* (p. 13).
Roerskarl (-en, -e).	Rower.	*Roddare* (m.).
Løbe (p. 8).	Run, to.	*Löpa* (p. 13).
Sad-el (-len, -ler).	Saddle.	*Sadel* (m.).
Sikker.	Safe.	*Säker.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Lax (-en, Lax).	Salmon.	*Lax* (m.).
Salt (-et, -e).	Salt.	*Salt* (n.).
Sand (-en); sandig.	Sand; sandy.	*Sand* (m.); *sandig.*
Saus (-en).	Sauce.	*Sås* (m.).
Sige (p. 8).	Say, to.	*Säga* (p. 13).
Sax (-en, -e).	Scissors.	*Sax* (f.).
Sø (-en, -er).	Sea.	*Sjö* (m.).
Sende (p. 8).	Send, to.	*Sända* (p. 13).
See (p. 8).	See, to.	*Se* (p. 13).
Søge (p. 8).	Seek, to.	*Söka* (p. 13).
Sjælden.	Seldom.	*Sällan.*
Sælge (p. 8).	Sell, to.	*Sälja* (p. 13).
Tjener (-en, -e), Dreng (-en, -e); Pige (-n, -r), Jente (-n, -r).	Servant; servant girl.	*Tjänare* (m.); *flicka* (f.).
Stange (-n, Stænger).	Shaft (of a carriage).	*Tistel* (m.).
Grund.	Shallow.	*Grund.*
Lagen (-et, -er).	Sheet.	*Lakan* (n.).
Skjorte (-n, -r).	Shirt.	*Skjorta* (f.).
Sko (-en, -e).	Shoe.	*Sko* (m.).
Skyde.	Shoot, to.	*Skjuta* (p. 13).
Jagt (-en).	Shooting (chase).	*Jagt* (f.).
Butik (-en, -er); Handler (-en, -e).	Shop; shop-keeper.	*Butik* (m.); *Handlande* (m.).
Kort.	Short.	*Kort.*
Hagel (-len).	Shot.	*Hagel, skrot* (n.).
Lukke (p. 8).	Shut, to.	*Stänga* (p. 13).
Lukket.	Shut.	*Slutet.*
Sjuk.	Sick.	*Sjuk.*
Side (-n, -r).	Side.	*Sida* (f.).
Siden (of time); *fordi, efterdi* (causal).	Since.	*Sedan; emedan.*
Nip (-pet).	Sip.	*Sup* (m.).
Enkelt.	Single.	*Enkel.*
Søst-er (-ren, -re).	Sister.	*Syster* (f.).
Sidde.	Sit, to.	*Sitta* (p. 13).
Sove.	Sleep, to.	*Sofva* (p. 13).
Langsom.	Slow.	*Långsam.*
Ryge (intr.); *røge* (trans.).	Smoke, to.	*Ryka; röka* (p. 13).
Sneppe (-n, -r).	Snipe.	*Snäppa* (f.)
Sne (-en).	Snow.	*Snö* (m.).
Sne (p. 8).	Snow, to.	*Snöa* (p. 13).
Saa (conj.); *saaledes* (thus).	So.	*Så; således.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Sæbe (-n).	Soap.	*Såpa* (f.).
Sagte.	Softly (gently, slowly).	*Sakta.*
Undertiden.	Sometimes.	*Stundom.*
Snart.	Soon.	*Snart.*
Bedrøvet; det gjør mig ondt.	Sorry; I am sorry.	*Bedröfvad; det gör mig ondt.*
Suppe (-en).	Soup.	*Soppa* (f.)
Syd (-en); sydlig, søndre.	South; southern.	*Syd* (m.).
Tale.	Speak. to.	*Tala* (p. 13).
Skee (-n, -r).	Spoon.	*Sked* (f.).
Vaar (-et).	Spring.	*Vår* (f.).
Stald (-en, -e).	Stable.	*Stall* (n.).
Skifte (-t, -r).	Stage.	*Skifte* (n.).
	Stamp, see postage stamp.	
Staae (p. 8).	Stand, to.	*Stå* (p. 13).
	Station, see posting-station, railway-station.	
Afgaa, gaa bort (p. 8).	Start, to.	*Afga* (p. 13).
Dampskib (-et, -e).	Steamer.	*Ångbåt* (m.), *ångslup* (steam-launch).
Opvarter (-en, -e).	Steward.	*Uppassare* (m.).
Stok (-ken -ke).	Stick.	*Staf* (m.).
Endnu.	Still.	*Ännu.*
Stigbøile (-n, -r).	Stirrup.	*Stegbögel* (m.).
Strømpe (-n, -r).	Stocking.	*Strumpa* (f., pl. *-or*)
Sten (-en, -e); stenet.	Stone; stony.	*Sten* (m.).
Standse (p. 8).	Stop, to.	*Stå stilla* (p. 13).
Ligefrem.	Straight on.	*Rakt fram.*
Rem (-men, -mer).	Strap.	*Rem* (f.).
Jordbær (-et; pl. id.).	Strawberry.	*Smultron* (n.).
Strøm (-men, -me).	Stream.	*Ström* (m.).
Snor (-en, -e) Snøre (-n, -r), Hyssing (-en).	String.	*Snöre* (n.).
Stærk.	Strong (also rough, fatiguing).	*Stark.*
Saadan.	Such.	*Sådan.*
Suk-ker (-ren).	Sugar.	*Socker* (n.).
Som-mer (-ren, -re); om Somren.	Summer; in summer.	*Sommar* (m.); *om sommaren.*
Sol (-en, -e).	Sun.	*Sol* (f.).
Aftensmad (-en).	Supper.	*Aptonmåltid* (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Bord (-et, Bord).	Table.	*Bord* (n.).
Tage (p. 8); *sørge* (p. 8).	Take; take care of.	*Taga; hafva omsorg om* (p. 13).
Taxt (-en, -er).	Tariff.	*Taxa* (f.).
Thee (-n).	Tea.	*Te* (n.).
Kikkert (-en, -er).	Telescope.	*Teleskop* (n.).
End.	Than.	*Än.*
Tak; mange Tak.	Thanks; many thanks.	*Tackar; tackar ödmjukast (mosthumbly).*
At.	That.	*Att.*
Iovermorgen.	The day after to-morrow.	*I öfvermorgon.*
Iforgaas.	The day before yesterday.	*Förgår.*
Da, paa den Tid.	Then.	*Då, på den Tid.*
Der.	There.	*Der.*
Tyk.	Thick.	*Tjock.*
Tynd.	Thin.	*Tunn.*
Sag (-en, -er).	Thing.	*Sak* (f.).
Tænke (p. 8).	Think.	*Tänka* (p. 13).
Tørstig.	Thirsty.	*Törstig.*
Iaften; imorges.	This evening; this morning.	*I afton; i morse.*
Did.	Thither.	*Dit.*
Traad (-et, Traad).	Thread.	*Tråd* (m.).
Tre Gange.	Three times.	*Tre Gånger.*
Gjennem.	Through.	*Genom.*
Biljet (-tet, -ter).	Ticket.	*Biljett* (n.).
Trætt.	Tired.	*Trött.*
Fast.	Tight.	*Fest.*
Indtil; ikke før.	Till; not till.	*Till, intill.*
Tid (-en, -er).	Time.	*Tid* (m.).
Til.	To.	*Till.*
Tobak (-ken).	Tobacco.	*Tobak* (m.).
Idag; imorgen.	To-day; to-morrow.	*I dag; i morgon.*
Tilsammen.	Together.	*Ihop, tillsammans.*
For (meget etc.).	Too (much etc.).	*För mycket.*
Top (-pen, -pe).	Top.	*Spets* (m.).
Mod.	Towards.	*Emot.*
Haandklæde (-t, -r).	Towel.	*Handduk* (m.).
By (-en, -er).	Town.	*By* (m.).
Tog (-et, Tog).	Train.	*Tåg* (n.).
Oversættelse (-n, -r).	Translation.	*Öfversättning* (f.).
Reise (p. 8).	Travel, to.	*Resa* (p. 13).
Besvær (-et); besværlig.	Trouble; troublesome.	*Besvär* (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
Benklæder.	Trousers.	*Benkläder.*
Ørret (-en, -er).	Trout.	*Forell* (m.).
Sand; det er sandt.	True; that is true.	*Sann; det är sannt.*
Kuffert (-en, -er).	Trunk.	*Koffert* (m.).
Sandhed (-en, -er).	Truth.	*Sanning* (f.).
Forsøge.	Try.	*Försöka* (p. 13).
To Gange.	Twice.	*Två gångar.*
Styg.	Ugly.	*Stygg.*
Paraply (-en, -er).	Umbrella.	*Regnskärm* (m.).
Unbestemt.	Uncertain.	*Obestämmt.*
Under.	Under.	*Under.*
Forstaae (p. 8).	Understand.	*Förstå* (p. 13).
Unbehagelig.	Unpleasant.	*Obehagelig.*
Op, oppe; opad (Bakken).	Up; uphill.	*Up, uppe; uppåt, uppåt backen.*
Paa.	Upon	*På.*
Brug (-en), Nytte(-n).	Use.	*Bruk* (n.).
Bruge (p. 8).	Use, to.	*Bruka* (p. 13).
Sædvanlig, alminde-lig.	Usual.	*Vanlig.*
Dal (-en, -e).	Valley.	*Dal* (m.).
Værdi (-en).	Value.	*Värde* (n.).
Grønsager.	Vegetables.	*Grönsaker.*
Slør (-et, Sløer).	Veil.	*Slöja* (f.).
Meget.	Very.	*Mycket.*
Udsigt (-en, -er).	View.	*Utsigt* (f.).
Landsby (-en, -er); Landhandler (-en, -e).	Village; village-shopkeeper.	*By* (m.).
Eddike (-n).	Vinegar.	*Ättika* (f.).
Besøg (-et, Besøg).	Visit.	*Besök* (n.).
Søreise (-n, -r).	Voyage.	*Sjöresa* (f.).
Vente (p. 8).	Wait.	*Vänta* (p. 13).
Opvarter (-en, -e).	Waiter.	*Uppassare* (m.).
Spadsergang (-en, -e).	Walk.	*Spatsergång* (m.).
Varm; jeg har varm.	Warm; I am warm.	*Varm.*
Vadske (p. 8).	Wash.	*Tvätta* (p. 13).
Vadskekone (-n, -r).	Washerwoman.	*Tvätterska* (f.).
Vand (et, -e).	Water.	*Vatten* (n.).
Lokum (-et), 'det lille Hus'.	Water-closet.	*Afträde* (n.), or *det lilla hus.*
Fos (-sen, -ser).	Waterfall.	*Fors* (m.).
Svag.	Weak.	*Svag.*
Veir (-et).	Weather.	*Väder* (n.).
Uge (-n, -r).	Week.	*Vecka* (f.).
Frisk, sund.	Well (in health).	*Frisk, sund.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Brønd (-en, -er), Kilde (-n, -r).	Well (subst.)	*Brunn* (m.), *källa* (f.).
Vel, godt.	Well (adv.).	*Väl, godt.*
Vest (-en); vestlig, vestre.	West; western.	*Vest* (m.).
Fugtig, vaad.	Wet.	*Fuktig, våt.*
Hjul (-et, Hjul).	Wheel.	*Hjul* (n.).
Svøbe (-n, -r).	Whip.	*Piska* (f.).
Naar, hvad Tid.	When (interrog.).	*När.*
Da (with past tense), *naar* (with present or future).	When (conj.)	*Då; när.*
Hvor.	Where.	*Hvar.*
Medens.	While.	*Medan.*
Hvorfor.	Why.	*Hvarför.*
Husfru (-en, -er).	Wife.	*Husfru, fru* (f.).
Vind (-en, -e).	Wind.	*Vind* (m.).
Vindue (-t, -r).	Window.	*Fönster* (n.).
Vin (-en, -e).	Wine.	*Vin* (n.).
Ønske (p. 8).	Wish, to.	*Önska* (p. 13).
Med.	With.	*Med.*
Inde.	Within.	*Inne.*
Kvinde (-n, -r).	Woman.	*Qvinna* (f.).
Skov (-en, -e); Tiur (-en, -er).	Wood; woodgrouse.	*Skog* (m.); *tjäder* (m.).
Ord (-et, Ord).	Word.	*Ord* (n.).
Arbeide (-t, -r).	Work.	*Arbete* (n.).
Værd.	Worth (adj.).	*Värd.*
Skrive (p. 8).	Write.	*Skrifva* (p. 13).
Urigtig, gal, falsk; jeg har Urett.	Wrong; I am wrong.	*Falsk, origtig; jag har orätt.*
Aar (-et, Aar).	Year.	*År* (n.).
Gūl.	Yellow.	*Gul.*
Igaar.	Yesterday.	*Igår.*
Ja, jo (the latter being used in answer to a question in the negative or expressing doubt).	Yes.	*Ja; jo.*
Ung.	Young.	*Ung.*

Short and Useful Phrases.

NORWEGIAN.	ENGLISH.	SWEDISH.
Gōd Morgen, Ăften, Nătt.	Good morning, evening, night.	*God morgon* (pron. gu morron), *afton, natt.*
Hvōrdan hār Dē det?	How do you do?	*Hur mår Ni (herrn)? Hur står del till?*
Tak skal De have! Mange Tak!	Thank you. Many thanks.	*Tack! Jag lackar så mycket.*
Vær saa gūd!	Be so good. Please.	*Var så god!*
Hvad ønsker De?	What do you want?	*Hvad önskar Ni? Hvad vill Ni ha?*
Hvad behāger? (sounds almost like *Va ba?*)	What do you wish?	*Hvad behagas?*
Tūler De Engelsk?	Do you speak English?	*Talar Ni engelsk?*
Nei, men jeg taler lidt norsk, svensk.	No, but I speak a little Norwegian, Swedish.	*Nej, men jag talar litet* (final *t* silent) *norska, svenska.*
Ønsker De et Værelse?	Do you want a room?	*Önskar Ni ett rum?*
Hvad kan jeg faa at spīse? (*æde* is used of animals only).	What can I have to eat?	*Hvad kan jag få att äta* (or *spisa*)?
Gīv! — Tāg! — Stŏp!	Give. Take. Stop.	*Ge (gif)! — Tag! — Håll (stopp)!*
Det behager mig aldeles ikke.	That (this) does not please me at all.	*Det behagar mig alls icke.*
Forstaar De det?	Do you understand that?	*Förstår Ni det?*
Er det ikke godt?	Is that not good?	*Är del icke* (more commonly *inte*) *bra?*
Jo, det er mēget godt. (*Jo* is used in reply to a negative interrogative.)	Yes, it is very good.	*Jo, del är mycket bra.*
Hvad hedder dette Stēd? Denne Statiōn? Hvad hedder Du?	What is the name of this place, this station? What is your name?	*Hvad heter della ställe? den här statiōnen? Hvad heter du?*
Hvad hedder — kaldes — det paa norsk, paa svensk?	What is that in Norwegian, Swedish?	*Hvad heter det på norska, på svenska?*
Hvōrlēdes sȳnes De ŏm det?	How do you like that?	*Hvad tycker Ni ŏm det?*
Det behager mig meget godt.	I like it very well.	*Det behagar mig mycket bra.*
Vent lidt! Bī lidt!	Wait a little.	*Vänta litet!*
Pas paa!	Take care.	*Pass på! (se upp!)*

NORWEGIAN.	ENGLISH.	SWEDISH.
Det er överflōdigt.	That is superfluous.	*Det är öfverflödigt.*
Hvem banker paa Døren?	Who is that knocking at the door?	*Hvem klappar på dörren?*
Kom ind!	Come in.	*Stig in!*
Vær saa god, lŭk Døren!	Please shut the door.	*Var så god och stäng dörren!*
Aabn et Vindue!	Open a window.	*Öppna ett fönster!*
Jeg er trætt, hulten og tørstig.	I am tired, hungry, and thirsty.	*Jag är trött, hungrig och törstig.*
Hvad koster det?	What does this cost?	*Hvad kostar det?*
Er alle Pladse optāgne?	Are all the places taken?	*Äro alla platser upptagna?*
Det gjør mig meget ondt.	I am very sorry for that.	*Det gör mig mycket ondt (ledsen).*
Kan De vexle en ti Kroner-Sedel?	Can you change a ten-crown note for me?	*Kan Ni vexla en tiekrone-sedel?*
Ja, men jeg har ikke Smaapenge, heller ikke Skillemynt.	Yes, but I have no small change.	*Ja, men jag har inte småmynt.*
Hvad er Klokken?	What o'clock is it?	*Hvad är klockan?*
Klokken er to; halv tolv; tre Kvarter til ēt; et Kvarter over ti; fem Minutter over fire; mangler tre Minutter i syv.	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	*Klockan är tu (två); half tolf; tre qvart på (or till) ett; en qvart öfver tio; fem minūter öfver fyra; fattas tre minuter i sju.*
Jeg vilde gjerne reise tīdligt.	I wish to start early.	*Jag ville gerna resa tidigt.*
Jeg vilde gjerne vækkes.	I wish to be called (wakened).	*Jag ville gerna bli väckt.*
Naar skal jeg vække Dem?	When am I to waken you?	*När (hur dags) skall jag väcka Er?*
Klokken sex.	At six o'clock.	*Klockan sex.*
Det er for sēnt.	That is too late.	*Det är för sēnt.*
Saa maa De komme tidligere.	Come earlier then.	*Då får Ni komma tidigare.*
Ønsker De at spīse Frōkost?	Do you want breakfast?	*Önskar (vill) Ni äta frukost?*
Ja, Tak! Nei, Tak! (*Tak* is not used alone.)	Yes, thank you. No, thank you.	*Ja, jag tackar; nej, jag tackar.*
Der er Drikkepenge.	Here is the gratuity.	*Där är dricks pengar.*
Om Forlādelse! Jeg bēder om Undskytdning!	Excuse me.	*Ursäkta! Jag ber om ursäkt.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Tag det ikke ilde op!	Don't take it ill.	*Tag inte illa upp!*
Det gjør intet.	That does not matter.	*Det gör ingenting (skadar inte).*
Veiret er idag smukt, men igaar var det meget stygt; det regnede den hele Dag.	To-day the weather is fine, but yesterday it was very bad; it rained the whole day.	*Vädret är i dag vackert, men i går var det mycket dåligt; det regnade hela dagen.*
I morgen vil vi have Blæst.	To-morrow will be windy.	*I morgon få vi blåst.*
Veiret er mørkt, lummert, varmt, koldt, foranderligt, bestandigt.	The weather is dull, sultry, warm, cold, changeable, settled.	*Vädret är mulet, qvalmigt, varmt, kallt, ostadigt, stadigt.*
Søndenvinden har Skyer og Regn til Følge.	The south wind brings clouds and rain.	*Sunnanvinden har med sig moln och regn.*
Det bliver kjøligt; det klarer op.	It is getting cooler; it is clearing up.	*Det blir kyligt; det klarnar upp.*
Solen gaar tidligt op.	The sun rises early.	*Solen går tidigt upp.*
Solen gaar sildigt ned.	The sun sets late.	*Solen går sent ned.*
Om Sommeren i de lyse Nætter reiser man meget behageligt — hyggeligt.	One can travel comfortably in the light nights of summer.	*Om sommaren under de ljusa nälterna reser man mycket behagligt.*

Jeg glæder mig meget over at se Dem igjen.	I am very glad to see you again.	*Det gläder mig mycket att återse Er.*
Er De syg?	Are you ill?	*Är Ni sjuk?*
Jeg er ikke rask.	I am not well.	*Jag mår inte bra.*
Skal jeg gaa efter en Læge?	Shall I go for a doctor?	*Skall jag gå efter en läkare?*
Jeg har Tandepine.	I have toothache.	*Jag har tandvärk.*
Jeg har ingen Feber, men jeg trænger til Hvile.	I have no fever, but I need rest.	*Jag har inte någon feber, men jag behöfver hvila.*
Lad mig være alene.	Leave me alone.	*Låt mig vara ensam.*
Lev vel! Far vel!	Farewell.	*Farväl! Adieu!*

Vær saa god, vis mig Vejen til N.	Please show me the way to N.	*Var så god och visa mig vägen till N.*
Hvor kommer De fra?	Where are you coming from?	*Hvarifrån kommer Ni?*
Jeg kommer fra Slottet.	I come from the castle.	*Jag kommer från slottet.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Gaa līgefrĕm; til højre; til venstre.	Go straight on; to the right; to the left.	*Gå rākt frăm; åt höger; åt venster.*
Hvōrlăngt er der herfra til N?	How far is it from here to N?	*Hur tångt är det härifrån till N.?*
Hvōrlĕnge behøves, for al komme til N?	How much time do I need to reach N.?	*Hur lång tid behöfs det för att komma titt N.?*
Kan vi finde os tilrette med Kortet?	Can we find our way with the plan (map)?	*Kunna vi hitta efter kärtan?*
Ved Hjørnet maa De spørge Dem videre frem.	You must ask again at the corner.	*Vid hörnet måste Ni fråga (fråga Er för) vidare.*
Gaa altid fremād.	Go straight forwards.	*Gå alltjämt framåt.*
Naar kommer Du tilbāge?	When are you coming back?	*När kommer du tillbāka?*
Er Herr N. hjemme?	Is Mr. N. at home?	*Är Herr N. hemma?*
Kan jeg faa Hr. N. i Tale?	Can I see Mr. N.?	*Kan jag få tala med Herr N.?*
Giv ham mit Kort.	Give him my card.	*Ge honom mitt kort (visītkort).*
Hvōr er Pórtneren?	Where is the porter?	*Hvar är portvaktaren?*
Er De fremmed hēr?	Are you a stranger here?	*Är Ni främling här?*
Er De gift?	Are you married?	*Är Ni gift?*
Har De Børn?	Have you any children?	*Har Ni bārn?*
Jeg har vāret gift og har et Barn.	I was married and have one child.	*Jag har varit gift och har ett bārn.*
En Søn eller en Datter?	A son or a daughter?	*En son etler en dotter?*
Opvārter, ēn Flaske Vīn, Øl, en Kop Kaffe!	Waiter, a bottle of wine, beer, a cup of coffee.	*Kypare, en butélj vin, öl, en kopp kåffe!*
Ønsker De Hvēdebrød dertil, eller Kāger?	Do you want wheaten bread with it, or cake?	*Önskar Ni hvetebröd etler kakor till?*
Bring mig en Aqvavīt! (en Cognac, en „Allum", en „Lysholmer").	Bring me a glass of spirits (brandy, 'Allum', 'Lysholmer').	*Ge mig en sup, ett gtas bränvin, konjak*, etc.
Bring mig Punsch og Sodavand.	Bring me some punch and soda-water.	*Ge mig punsch och sodavatten.*
Spirituoser faas ikke	Spirits are not to be	*Spirituosa kan man*

NORWEGIAN.	ENGLISH.	SWEDISH.
om Lørdægs Aften og hēlc Søndagen.	got on Saturday evening and Sunday.	*icke få om lördags afton* (or *qväll*) *och hela söndagen* (generally pron. söndăn).
Bring mig en halv Portion af denne Stēg, Potetes og en halv Flask Øl (en halv Øl).	Bring me half a portion of this roast meat, some potatoes, and half a bottle of beer.	*Ge mig en half portion* (pron. pŏrtshōn) *af den här steken, potatis och en half butelj öl (en half öl).*
Hvōr er Spīsescddeln?	Where is the bill of fare?	*Hvar är mātsēdeln?*
Ønsker De Rūgbrød eller Hvēdebrød?	Do you want rye-bread or wheaten-bread?	*Önskar Ni rågbröd eller hvetebröd?*
Jeg ønsker Brød, Smør og Ost.	I want some bread, butter, and cheese.	*Jag önskar bröd, smör och ost.*
Hvad sÿnes De om Gammelost og Mysost?	How do you like the old cheese and the Myse cheese?	*Hvad tycker Ni om gammal ost och mēsost?*
Den første er for barsk og den anden for sød.	The former is too strong and the latter too sweet.	*Den förste är för skarp och den andre för söt.*
Bring mig en Knīv, en Gaffel, en Tållerken, en Skē og et Glas. Nei, heller to Glas.	Bring me a knife, a fork, a plate, a spoon, and a glass. No, better two glasses.	*Ge mig knif och gaffel, en tallrick, en sked och ett glas. Nej, hällre två glas!*
Der mangler Salt, Pēber, Sennop, Eddike.	There is no salt, pepper, mustard, vinegar.	*Det fatlas salt, peppar, sēnap, ättika.*
Har De kogende Vand?	Have you boiling water?	*Har Ni varmt vallen?*
Bring mig en Pándekāge og Sukker; en Pølse, Suppe, Mælkeveiling; Mælk og Flōde; Grønt (Gemyse) etc.	Bring me a pancake and sugar; a sausage, soup, some bread-and-milk; milk and cream; some vegetables.	*Ge mig en pánnkāka och socker; en korf, soppa, välling; mjölk och grädda; grönsāker*, etc.
Ønsker De varm Frōkost, inden De reise?	Do you wish a hot (meat) breakfast before you start?	*Önskar Ni varm frukost före resan?*
Nei, kun en Kop Káffe og to Æg; men haard-, blødkogte Æg.	No, only a cup of coffee and two eggs; but the eggs must be hard, soft boiled.	*Nej, bara en kopp kaffe och två ägg; men hård-kokta, lös-kokta ägg.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Kan jeg faa Rǿræg eller Speilæg?	Can I have beat-up or poached eggs?	*Kan jag få ägg-röra eller stekta ägg?*
Har De Fisk?	Have you fish?	*Har Ni fisk?*
Ja, der er Torsk, Lax, Ørreter, Mākrĕl, Hummer, Flyndre og saa vídere.	Yes, you can have torsk (a kind of cod), salmon, mackerel, lobster, flounders, etc.	*Ja, det fins torsk, lax, forelter, makrill, hummer, flundror och så vidare.*
Kan jeg faa noget Koldt, Skinke, Pølse og andet saadant?	Can I have something cold; ham, sausage, or something of that sort?	*Kan jag få någon kallmat, skinka, korf och annat sådant?*
Vilbekomme!	May it agree with you! (said on rising from table after dinner).	*Välbekomme!*

Lād vaske mit Linned.	Get my things washed.	*Låt tvätta mitt linne.*
Naar kommer Vǎskerkōnen?	When does the washerwoman come?	*När kommer tvätterskan?*
I morgen, om to Dāge maa alt være færdig.	Everything must be ready to morrow, in two days.	*I morgon, om två dar måste allt vara färdigt (vara i ordning).*
Kan jeg stōle derpaa?	Can I depend upon it?	*Kan jag lita på det?*
Jeg har faaet et stort Hul i Frakken, i Kjolen, i Búxerne; lad det straxt sỹ samme, reparēre.	I have made a large hole in my coat, dress-coat, trousers; get it mended at once.	*Jag har fått ett stort hål på rocken, på fracken, på byxorna; låt genast laga det.*
Hvor mēget er jeg Dem skyldig?	How much do I owe you?	*Hur mycket är jag skyldig Er?*
Det er for meget, for dỹrt.	That is too much, too dear.	*Det är för mycket, för dyrt.*
Priserne er for høie.	The charges are too high.	*Priserna äro för höga.*
Vil De snyde mig?	Do you want to cheat me?	*Vill Ni preja mig?*

Bring mit Tøi — min Bagage — i Hotellet.	Bring my luggage to the hotel.	*Skaffa mina saker (mitt bagage) till hotellet.*
Hvad er Taxten?	What is the regular charge (tariff)?	*Hvad är taxan?*
Hvad betāles for Kjørsel med Kjǿretøi	What is the charge for the drive for a	*Hvad betalar man för åkning med en en-*

NORWEGIAN.	ENGLISH.	SWEDISH.
forspændt med ēn eller tō Heste?	carriage with one horse, with two horses?	*spännare, en tvåspännare (åkdon med en, två hästar)?*
Hent mig en Droschke fra nærmeste Holdeplads.	Fetch me a cab from the nearest stand.	*Hemta mig en droska från närmaste hållplats.*
Hvormeget betales hēn og tilbāge — for Tur og Retur?	What is the fare there and back?	*Hvad betalar man (för åkning) från och tillbaka?*
For længere Ture betales efter Overēnskomst.	For longer drives the fares are according to bargain.	*För längre turer betalar man efter öfverenskommelse.*
Med Vogne med ēn Hest befordres kun to voxne Personer.	Only two grown-up persons can be conveyed in a one-horse carriage.	*Med en häst befordrar man blott två vuxna personer.*
Jeg vil kjøre tīmevīs. Hvormeget koster det per Tīme?	I wish to drive by time; what is the fare per hour?	*Jag vill fara på timme; hvad kostar det i timmen?*
Er der en Bȳbūd, eller en Færgemand?	Is there a porter here, or a boatman?	*Fins här ett stadsbud (en bärare) eller en båtkarl (roddare)?*
Vil De have Landskyds eller Baadskyds?	Do you wish to go by land or water?	*Vill Ni färdas landvägen eller sjövägen?*
Jeg vil reise med Dampskībet.	I wish to travel by the steamboat.	*Jag vill fara med ångbåten.*
Idāg gaar intet Dampskib.	No steamboat starts to-day.	*I dag går ingen ångbåt.*
Da besørg en Baad med fire Mănd (not *Mænd*).	Then order a boat with four men.	*Beställ da en båt med fyra karlar (man).*
Har de Nĭste med?	Have you provisions with you?	*Har Ni matsäck med?*
Der er Niste for Dĕm og for Rōrskarlene (pron. *kārene*).	Here are provisions for you and the rowers.	*Här är matsäck för Er och roddarna.*
Den unge Rorskar(l)er meget flink og staut.	The young oarsman is very fast and strong.	*Den unge roddaren är mycket rask och stark.*
Vil vi faa Vind eller Regn?	Shall we have wind or rain?	*Få vi blåst eller regn?*
Fjōrden er lidt ūrōlig; der er Bølger.	The fjord is rough; there are waves.	*Fjärden år orolig(upprörd); det går vågor (böljor).*
Da bliver jeg sāsȳg.	Then I shall be sea-sick.	*Då blir jag sjösjuk.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Vær saa god, vis meg Veien til Bānegaarden.	Please tell me which is the way to the station?	*Var så god och visa mig vägen till bāngården.*
Naar gaar Tōget til N.?	When does the train for N. start?	*När går tåget till N.?*
Reiser De mēd Hurtig- eller det blandede Tōg?	Do you travel by the express train or by the mixed train?	*Reser Ni med snälltåget eller med blandade tåget?*
Billetkontōrel er ĕndnū ikke aabent.	The ticket-office is not open yet.	*Biljettkontōret är ännu inte öppet.*
Naar aabnes det?	When is it opened?	*När öppnas det?*
En Billet første — anden — trēdje Klasse til N.	A ticket for N., first-class, second-class, third-class.	*En biljett första — andra — trēdje klass till N.*
Har De Overvĕgt?	Have you overweight?	*Har Ni öfvervigt?*
Hvor er Røg-, Dāmekupēen?	Where is the smoking carriage, the ladies' compartment?	*Hvar är rök-, dāmkupén?*
Frā hvilken Kanl kommer Vinden?	Which side does the wind come from?	*Från hvilkel håll kommer vinden?*
Vær saa god, luk Vinduet!	Please shut the window.	*Var så god och stäng fönstret!*
Trækluft er meget fārlig.	A draught is very dangerous.	*Drag är mycket farligt.*
Hvad hedder dette Vand, hint Bjerg, denne Station?	What is the name of this lake, mountain, station?	*Hvad heter den här sjön, det der berget, den här statiōnen?*
Er Bānen smālspōret?	Is this a narrow-gauge line?	*Är detta en smalspårig bana?*
Hvor mange Klasser gīves her?	How many classes are there?	*Hur många klasser fins det här?*
Bāre to, tre, en.	Only two, three, one.	*Blott (bara) två, tre, en.*
Er der et godt Hotel i N? Hvilket er det bedste?	Is there a good hotel at N.? Which is the best?	*Fins del ett godt (bra) Hotel i N.? Hvilket är det bästa?*
De er alle gode; der er ingen Forskel.	They are all good; there is no difference.	*De äro alla bra; det fins ingen skilnad.*
Tak for behageligt Selskāb!	Thank you for your agreeable company.	*Tack för godt sällskap.*
Behagelig — lykkelig — Reise!	A pleasant, happy journey.	*Angenäm — lycklig — resa!*
Heg gaar itfods.	I go on foot.	*Jag går titl fōts.*
Jr. Kondkuitør, vil De	Guard, will you take	*Herr konduktör, vilt*

NORWEGIAN.	ENGLISH.	SWEDISH.
opbevare mit Tøi, til i Eftermiddag?	care of my luggage till the afternoon?	*Ni (vill Herr konduktören) förvara mina saker tills i eftermiddag?*
Kan jeg faa et Værelse med en Seng — med to Senge?	Can I have a room with one bed, with two beds?	*Kan jag få ett rŭm med en säng — med två sängar?*
Bring mig et Lȳs og koldt Vand, for at vaske mig.	Bring me a candle and some cold water for washing myself.	*Skaffa mig ett ljus och kallt vatten till att tvätta mig i.*
Hvor er Lōkumet, Dăs?	Where is the water-closet?	*Hvar är privētet (afträdet)?*
Gaa opad, nēdād Trappen og derefter til høire, til venstre.	Go upstairs, downstairs, and then turn to the right, left.	*Gå uppför, nedför trappan och sedan till höger, till venster.*
Har De en Stōvleknāgt?	Have you a boot-jack?	*Har Ni en stöfvelknekt?*
Nei, men jeg skal gaa efter Gaardskarlen, som skæl trække af Dem Støvlerne.	No, but I will call the 'boots', to pull off your boots.	*Nej, men jag vill ropa på gårdsdrängen, som skall dra af Er stöflarna.*
Jeg forstaar Dem ikke, De maa tale høiere og långsómmere.	I do not understand you, you must speak louder and slower.	*Jag förstår Er inte, Ni måste tala högre och långsammare.*
Kan jeg faa en Fører, en Ledsager, en Bārer?	Can I procure a guide, attendant (to show the way), porter?	*Kan jag få en förare (vägvisare), en ledsagare, en bärare?*
Jeg gīver gjerne dobbelte Drikkepenge.	I am ready to give a double gratuity.	*Jag ger gerna dubbla dricks pengar.*
Jeg vil saa straxt som mūligt have en Kariōl og en Hest; tō Karioler med tō Heste.	I wish as soon as possible a carriole with one horse, two carrioles with two horses.	*Jag ville så fort som möjligt få en skjutskärra (karriol) med en häst, två karrioler med två hästar.*
Hvad koster Skydsen til den næste Station?	What is the fare to the next station?	*Hvad kostar skjutsen tills nästa Station?*
Hvor er Dagbogen?	Where is the day-book?	*Hvar fins dagboken?*
Hos Stationsholderen, hos Skydsskafferen.	At the station-master's.	*Hos gästgifvaren* (generally pron. yay-shivăren).
Jeg vil straxt reise videre.	I wish to go on at once.	*Jag vill genast resa vidare.*

NORWEGIAN.	ENGLISH.	SWEDISH.
Hvor er Skydskarlen, Gutten?	Where is the driver?	*Hvar är kusken (skjuts-pojken)?*
Det er en gōd og flink Hest. Hvor gammel er den?	That is a good and fast horse; how old is he?	*Det är en god och rask häst; hur gammal är han?*
Har Du en Tollekniv?	Have you a knife?	*Har du en knif?*
Hvor har Stationsholderen kjøbt Hesten? Hvor mange Heste har han?	Where did the station-master buy this horse? How many horses has he?	*Hvar har gästgifvaren köpt hästen? Hur många hästar har han?*
Hesten er doven, der behøves en Pidsk. Har Du en?	The horse is lazy, he needs a whip. Have you got one?	*Hästen är lat, här behöfs en piska. Har du någon?*
De kjōrer for hurtigt, or langsomt!	You are driving too fast, too slow.	*Ni kör för fort, för långsamt.*
Jeg vil gjerne komme tidligt til N., for at naa Dampskibet.	I want to get to N. in time to catch the steamboat.	*Jag vill gerna komma tidigt (i god tid) till N. för att hinna med ångbåten.*
Gode Ven! Kjære Fār — en Hest!	Good friend, dear father, a horse!	*Min kära vän, kära far, en häst!*
De maa vente lidt.	You must wait a little.	*Ni får vänta litet.*
Er her i Nærhēden et Postaabneri?	Is there a post-office near here?	*Fins här i närheten en postanstalt?*
Har De et Brēv for mig?	Have you a letter for me?	*Har Ni (fins här) nå got bref till mig?*
Naar kommer Poslen til N?	When does the diligence for N. arrive?	*När kommer poslen till N.?*
Faaes hēr godt Nattequarter, godt Nattelogis?	Can I obtain good night-quarters here?	*Kan man här få ett godt nattlogi?*
Alle Værelser er optāgne.	All the rooms are occupied.	*Alla rum äro upptagna.*
Jeg har desværre glemt min Vadsæk; gaa tilbāge for at hente den.	I have forgotten my travelling bag. Go back and fetch it.	*Jag har dessvärre glömt min resväska (nattsäck); gå tillbaka om hämta den.*
Jeg har tabt min Reisebōg. Jeg har fundet den igjen.	I have lost my guide-book. I have found it again.	*Jag har förlorat min resehandbok. Jag har funnit rätt på den igen.*
Stands lidt; vi vil vande Hestene.	Stop a little; we will let the horses drink.	*Håll (stanna) litet; vi vilja vattna hästarna.*
Hvad er det der?	What is that there?	*Hvad är det der?*
Der har gaaet en Skrēd	An avalanche has de-	*Der har elt ras ägt*

NORWEGIAN.	ENGLISH.	SWEDISH.
ned, en Snēskred, en Jōrdskred.	scended there, an avalanche of snow, a landslip.	*rum, ett snöras, ett jordras.*
Der er en Sæter, men der bor ingen Folk.	That is a sæter; but nobody lives in it.	*Der är en säter, men det bor ingen folk der.*
Denne Elv maa vi vade over.	We must wade through this river.	*Den här elfven (ån) måste vi vada öfver.*
Vi vil gaa over Snēbrōen.	We will cross the snow-bridge.	*Vi vilja gå öfver snöbron.*
Nei, gaa ikke, der er store Huller.	No, do not go, there are large holes in it.	*Nej, gå inte, där är stora hål.*
Er der Sprækker paa Brǣen?	Are there crevasses in the glacier?	*Fins det remnor på glaciéren?*
Man maa sammenbindes med et Toug.	We must tie ourselves together with ropes.	*Man måste binda sig tillsammans med ett tåg.*
Jeg har et daarligt Bēn; jeg har en Blemme, en Būle.	I have a sore foot; I have a blister, a boil.	*Jag har ondt i foten; jag har en blåsa, en svulst.*

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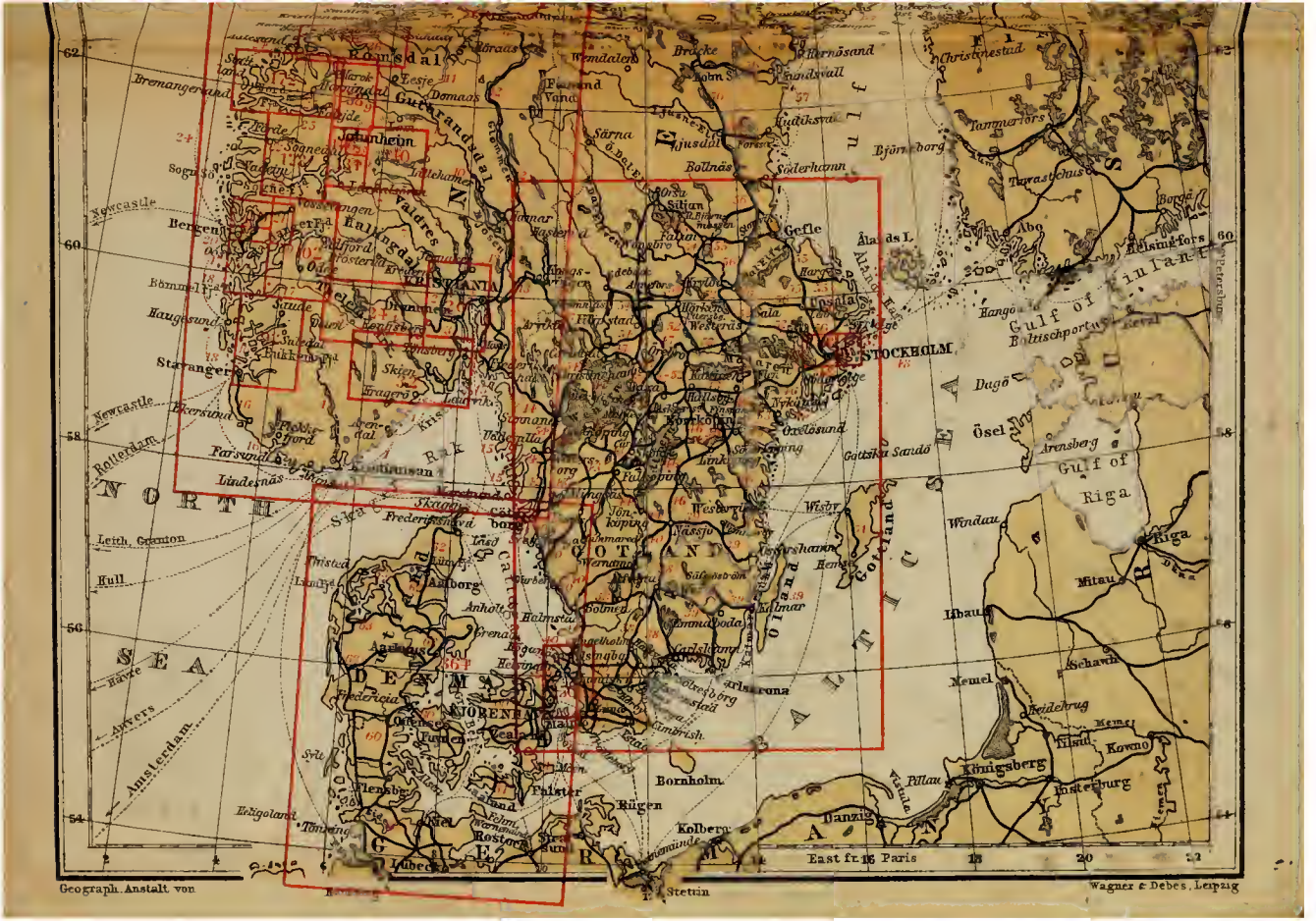
W Howat
Glasgow
1898
26/7/98

Leipzig: Karl Baedeker.

1895.

Specially Interesting

Stockholm Royal Palace
Sail to Saltsjöbaden & dine th[illegible]
[illegible] Museum & Gallery
[illegible]nsd
Skansen" Telephone Exchange
Sail on Lake Malaren
Christiania "Viking Ships"
Museum & Art Gallery
Drive to Holmenkollen & di[illegible]
at Hotel [illegible]


Romsdal
Gudbrandsdal
Jotunheim
Valdres
Hallingdal
Telemarken
CHRISTIANIA
Bergen
Stavanger
Haugesund
Bömmelfjord
Sogn
Lindesnäs
Farsund
Egersund
Arendal
Kongsberg
Drammen
Sandefjord
Skien
Laurvig
Fredrikshald
Skagen
Frederikshavn
Aalborg
Aarhuus
Viborg
Randers
Horsens
Veile
Odense
Svendborg
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Westerås
Upsala
Gefle
Hudiksvall
Sundsvall
Hernösand
Östersund
Wernadalen
Brücke
Lohm
Särna
Ljusdal
Bollnäs
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Gulf of Bothnia
Gulf of Finland
Gulf of Riga
Ösel
Dagö
Arensberg
Windau
Riga
Mitau
Libau
Memel
Schawli
Heidekrug
Tilsit
Kowno
Königsberg
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Pillau
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Bornholm
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Falster
Kolberg
Swinemünde
Stettin
Lübeck
Rostock
Flensburg
Tönning
Erigoland
Hull
Leith, Cromon
Newcastle
Rotterdam
Amsterdam
Havre
Anvers
NORTH SEA
BALTIC SEA
East fr. 16 Paris
Geograph. Anstalt von
Wagner & Debes, Leipzig

INDEX MAP OF
SWEDEN AND NORWAY
showing the
ROUTES AND SPECIAL MAPS
OF THE HANDBOOK.
Scale 1:10.000.000
Swedish Miles.
Norweg. Miles.
English Miles.
The small numerals (26) refer to the routes, the large (20) to the pages of the Handbook.
ARCTIC OCEAN
ATLANTIC OCEAN
Arctic Circle
Lofoten
Vesteraalen
Moskenäso
Vest Vaage
Öst Vaagö
Andö
Senjen
Tromsö
Ringvadsö
Hammerfest
North Cape
Vadsö
Vardö
Enare Träsk
Bodö
Saltdal
Mo
Dynnäs
Vigten Öer
Folden
Fro Öer
Namsos
Snaasen
Levanger
Trondhjem
Frøyen
Hitteren
Smölen
Kristianssund
Romsdal
Molde
Stören
Storsjö
Östersund
Gellivara
Jockmock
Haparanda
Torneå
Luleå
Piteå
Skellefteå
Umeå
Nordmaling
Örnsköldsvik
Sollefteå
Ullånger
Uleåborg
Gamla Karleby
Jakobstad
Brahestad
Ratan
Quarken
Östermyra